



Write us for special Fall prices the
next 30 days,
Lock BOX 18.



CONNERSVILLE BUGGY CO.

Lock Box 18,

CONNERSVILLE, INDIANA.



J. N. HUSTON,
PRESIDENT.

L. T. BOWER,
MANAGER.

J. D. LARNED,
SECRETARY.

ILLUSTRATED CATALOGUE
OF THE

CONNERSVILLE BUGGY

COMPANY,

BUILDERS OF FIRST CLASS

SURRIES, BUGGIES, PHÆTONS,

STICK-BODY BUGGIES, GENERAL-PURPOSE WAGONS and BUCK-BOARDS,

CORNER EASTERN AVE. AND CHARLES ST.

ADDRESS LOCK BOX 18

CONNERSVILLE, IND.

U. S. A.

* To the Trade *

In soliciting your patronage, would say, the reputation we have gained for work of a high standard, is proven by the success that has attended our efforts the past year, which has warranted us in increasing our capacity $33\frac{1}{3}$ per cent., and we are prepared to turn out good, honest work, with a first class finish, at low prices.

We have been repeatedly solicited to cheapen our work for the benefit of a lower class of trade. This we can not afford to do; we prefer to work for a still higher reputation.

The above appeared in our catalogue for 1885, since when we have been obliged to erect a large three floor addition to enable us to meet the demand for our work. We repeat the above with emphasis, and add that we are better than ever prepared to build a superior class of work. Our foremen and workmen represent an aggregation of skill, and years of experience that will compare favorably with the best, and have never been employed on cheap work.

Having contracted for all material before the advance, we are prepared to put full value into every vehicle. The best evidence of our ability and determination to build first-class work, is an examination and trial of it.

Thanking our patrons for past favors, we shall endeavor to deserve their confidence and patronage to even a greater degree in the future.

Very truly yours,



CONNERSVILLE BUGGY CO.,

CONNERSVILLE, IND.

NOTICE—All Discounts and Terms given previous to the receipt of this Catalogue are withdrawn. Write for price list.

Persons whose names do not appear in the commercial reports will forward their own interests, and save delay, by enclosing their business card when asking for catalogue or prices.

GUARANTEE.

If an Axle, Wheel, or Spring breaks within one year from date of purchase, caused by imperfections in material or workmanship, and is returned to us (expressage or freight prepaid by purchaser), we will return a duplicate, or repair the broken part free of charge, prepaying return freight or express.

No repair bills allowed, unless by previous written consent, for a stated amount.

CRATING AND CARTAGE.

We make no charge for crating and cartage. We crate all goods carefully, and our responsibility ceases upon delivery to Railroad Company. In case of damage while in transit, the purchaser's recourse is upon the carrier.

FREIGHTS.

Our location is as favorable as any in the west. We take pleasure in obtaining for our patrons the lowest current rate in single shipments as well as car loads. No Railroad Company charges more than actual weight on our shipments.

We ship under a "RELEASE," unless otherwise instructed.

TERMS.

Strictly cash, unless otherwise agreed upon.

Payable in Cincinnati or New York exchange.

Individual checks not received at par.

We pay no express charges on remittances.

All remittances must be made payable to the Connersville Buggy Company.

Parties ordering goods must, in the absence of commercial rating or satisfactory reference, accompany their orders with cash.

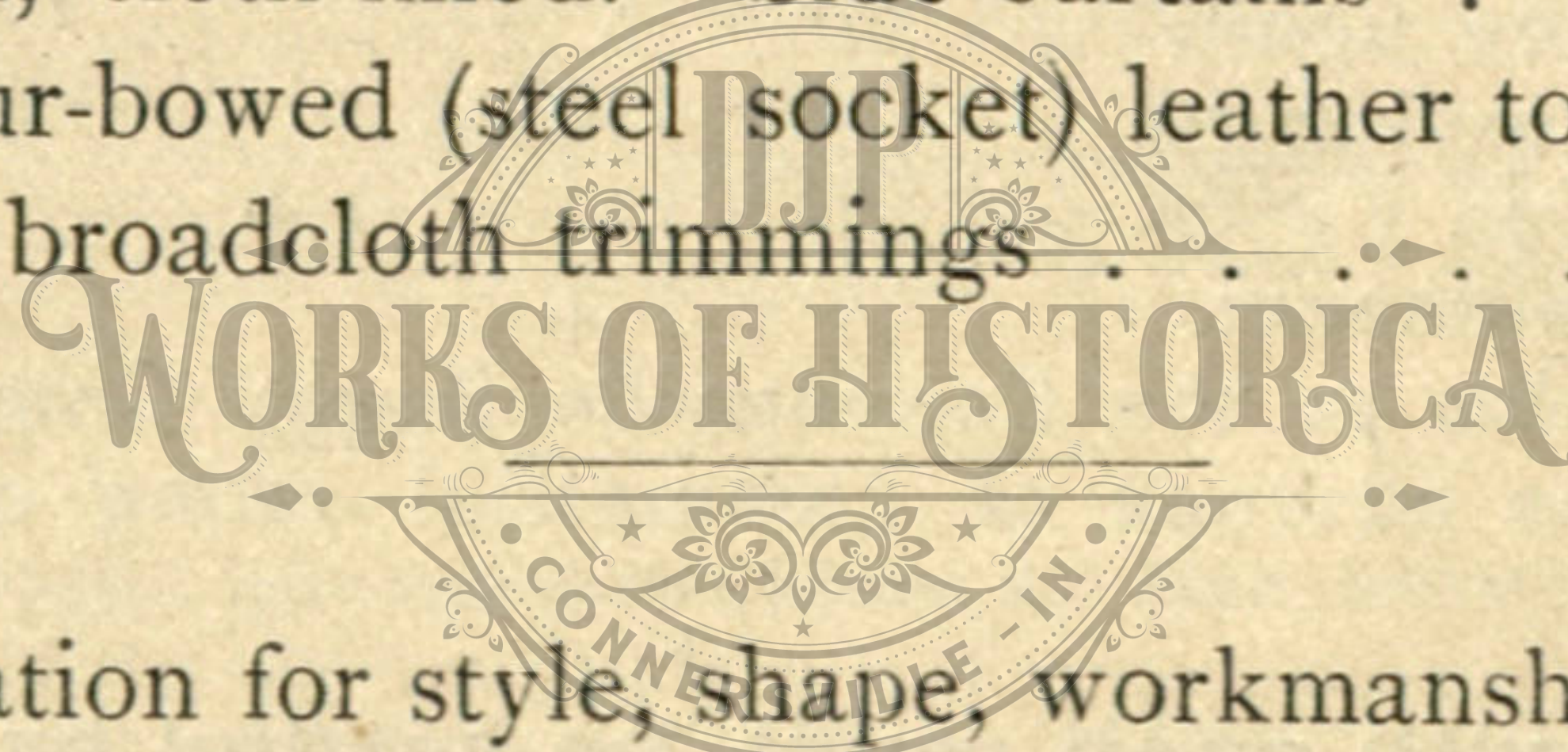
All accounts not discounted with cash must be settled by note or acceptance at expiration of cash discount limit.

Our Stick-Body Buggies, General Purpose Wagons, * Light and Heavy Buckboards *

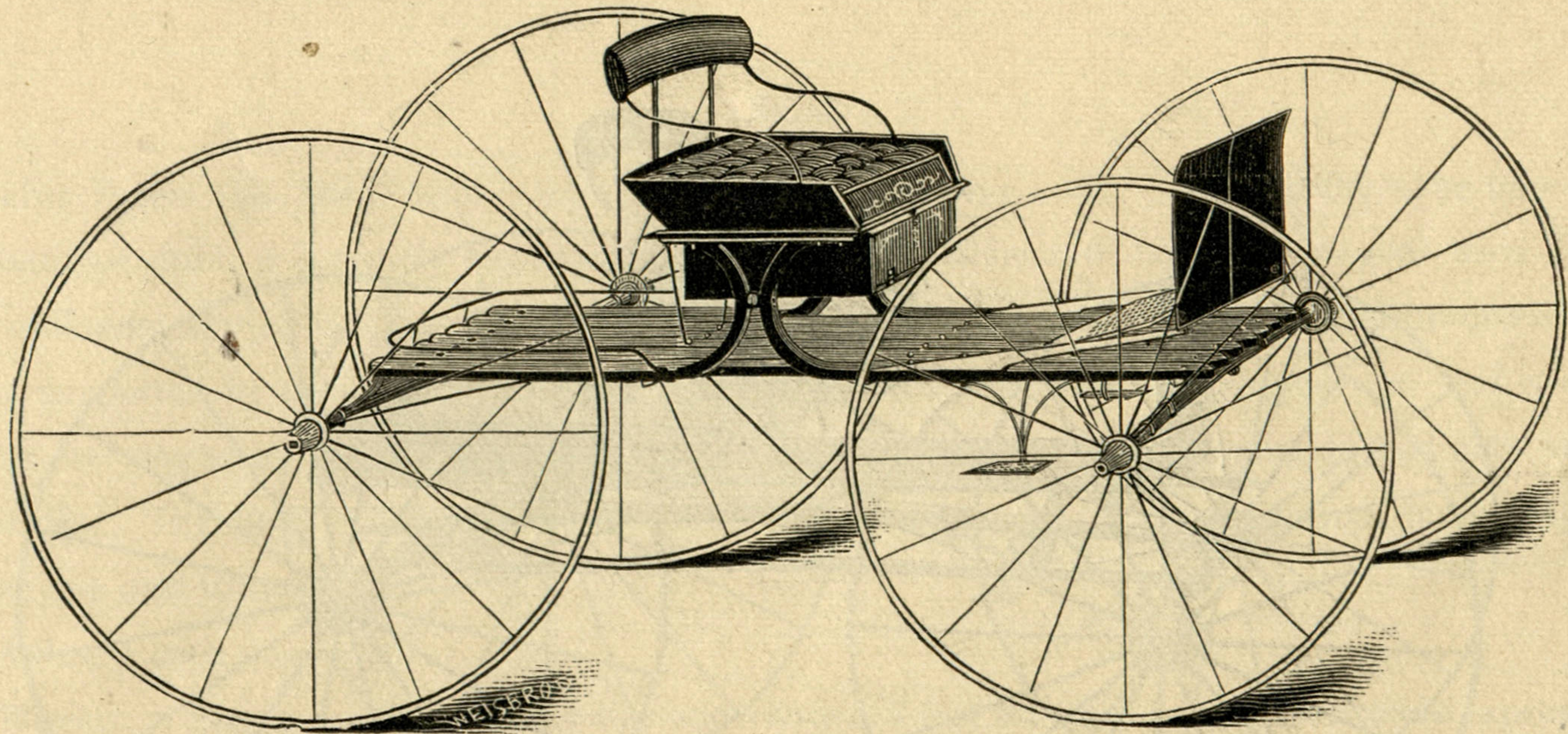
Are made almost entirely of hickory, well ironed, handsomely and durably painted. Only first-class varnishes used. Your customers can not fail to be suited out of our various styles. The convenience and low price, combined with the durability of these vehicles, are bringing them into general use, rapidly displacing cheap buggies.

TOPS (FOR NOS. 4 TO 29.)

- | | |
|--|-------|
| No. 41—Canopy top, deck of 28 ounce rubber, cloth lined. Storm curtains | _____ |
| No. 42—A three-bowed (steel socket) rubber buggy top, made of 28 ounce rubber, padded on top, and lined with cloth. Back and side curtains. | _____ |
| No. 43—A three-bowed (steel socket) top, with leather quarters and back stays, 28 ounce rubber roof and back curtain, cloth lined. Side curtains | _____ |
| No. 44—A first-class three or four-bowed (steel socket) leather top, fine cloth head lining. Rubber side curtains lined; broadcloth trimmings | _____ |



All of our tops have a reputation for style, shape, workmanship and price, *and can be placed on any* of our wagons. In ordering tops, give number of wagon as in this catalogue; also, number of top.



No. 1. THE ECONOMIST.

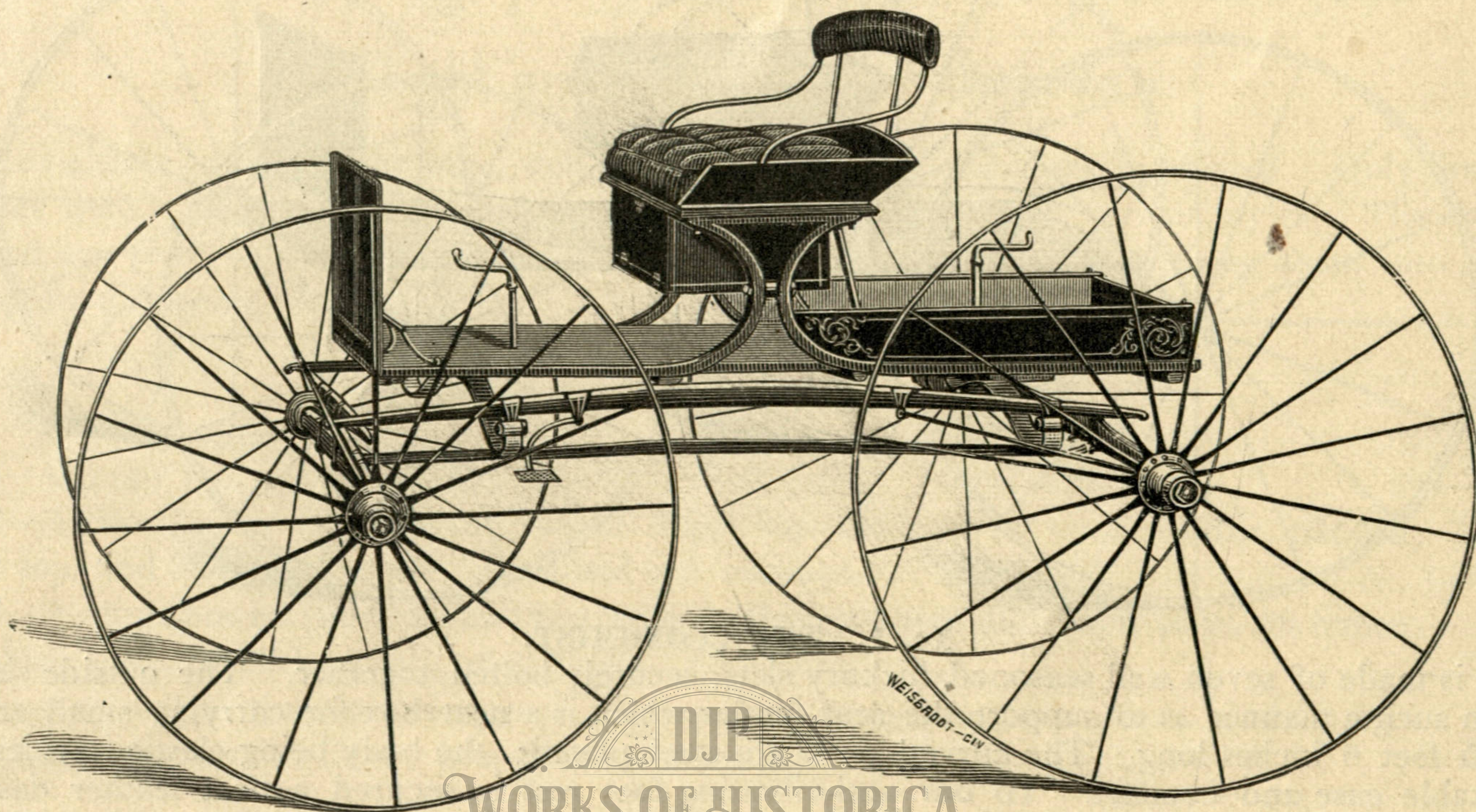
It is made of seven well seasoned hickory slats, securely bolted together. The outside slats are bent in such a manner as to support the seat, under which is a neat box for carrying small articles. Body 5 feet 6 inches long. The curved parts are steel plated; the body being elastic it rides with remarkable ease and comfort. To our anti-vibrating foot rest is secured a neat leather dash and whip-socket. Axles, 1 inch. Wheels, "Sarven" patent, 3 feet 8 inches and 4 feet, with solid sand bands. Tire, $\frac{7}{8}$ steel, full bolted with "Norway" bolts. Trimming, corduroy or leather. Painting, body black, gearing rich wine color or vermilion. As an Economist it will save its cost in wear on buggy or carriage, in a very short time. For extras see price list. See page 4.

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No. 4. GENERAL PURPOSE BUGGY.

For Tops, see page 4. For extras, see price list.

No. 4.

This Patent Side-Bar Wagon is unexcelled for light delivery work. Being at the same time strong and light of draft, it is rapidly displacing the more cumbersome and expensive wagons used by grocers, milkmen, sewing machine dealers, telegraph and telephone line repairers and contractors. The seat is supported by our patent bent sills of well seasoned select hickory; under the seat is a neat box for carrying small articles. The rear half of body is neatly panelled, having an end gate secured by springs. The body is hung on the improved "Cushion" oil tempered springs, made expressly for our use and warranted.

Axles, 1 inch double collar, steel.

Wheels, "Sarven" patent (with solid sand bands), 3 feet 8 inches and 4 feet; made expressly for Nos. 4, 5, 11 and 12, of carefully selected hickory, with great care, and rigidly inspected.

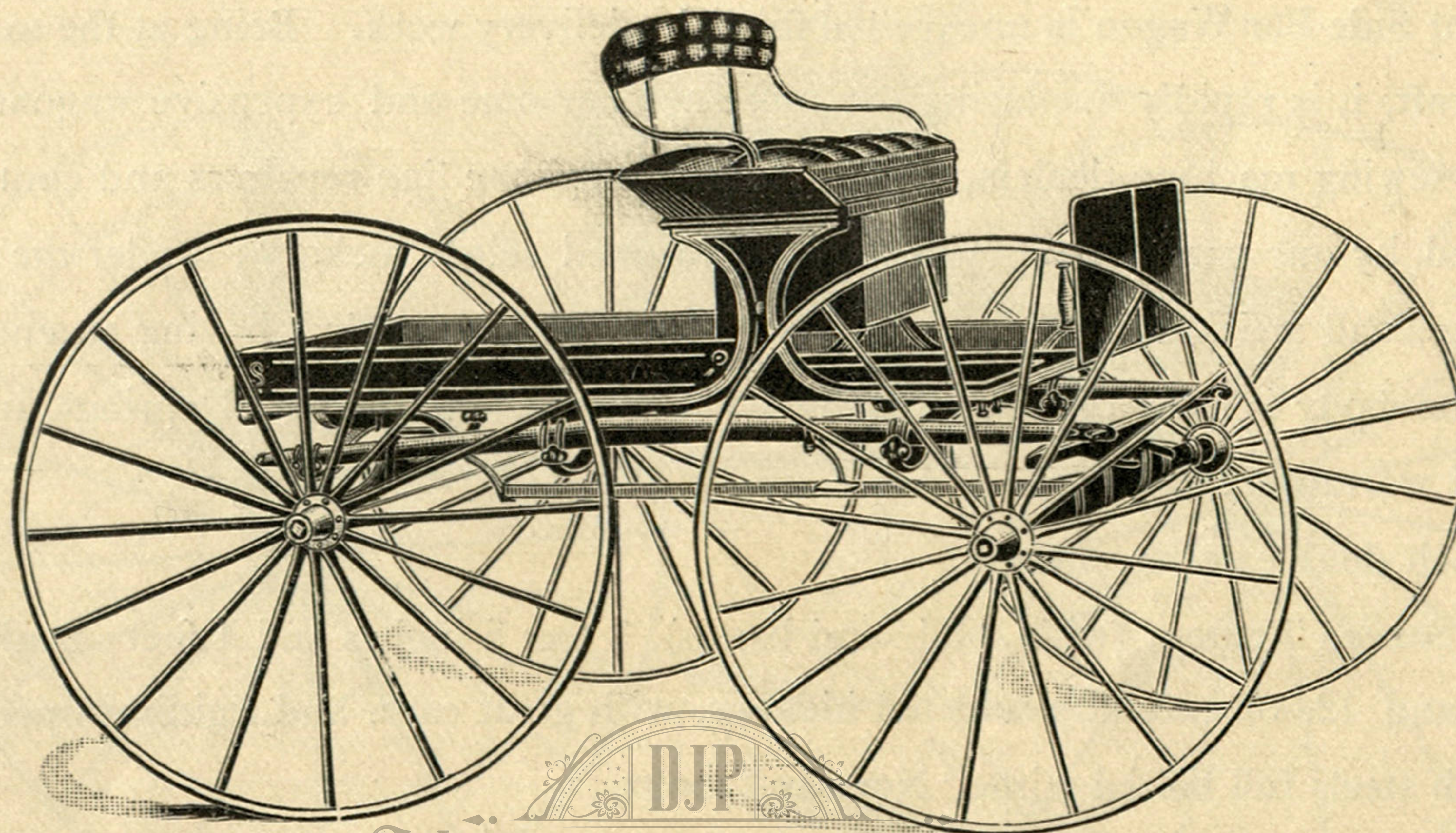
Tire, 1 inch steel, full bolted with "Norway" bolts.

Dash, leather, with whip socket and rein holder.

Trimming, corduroy or leather.

Painting, body black, gearing, rich wine color or vermilion.

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DJP
WORKS OF HISTORICA
No. 5.
CONNERSVILLE

For Tops, see page 4. For extras, see price list.

No. 5.

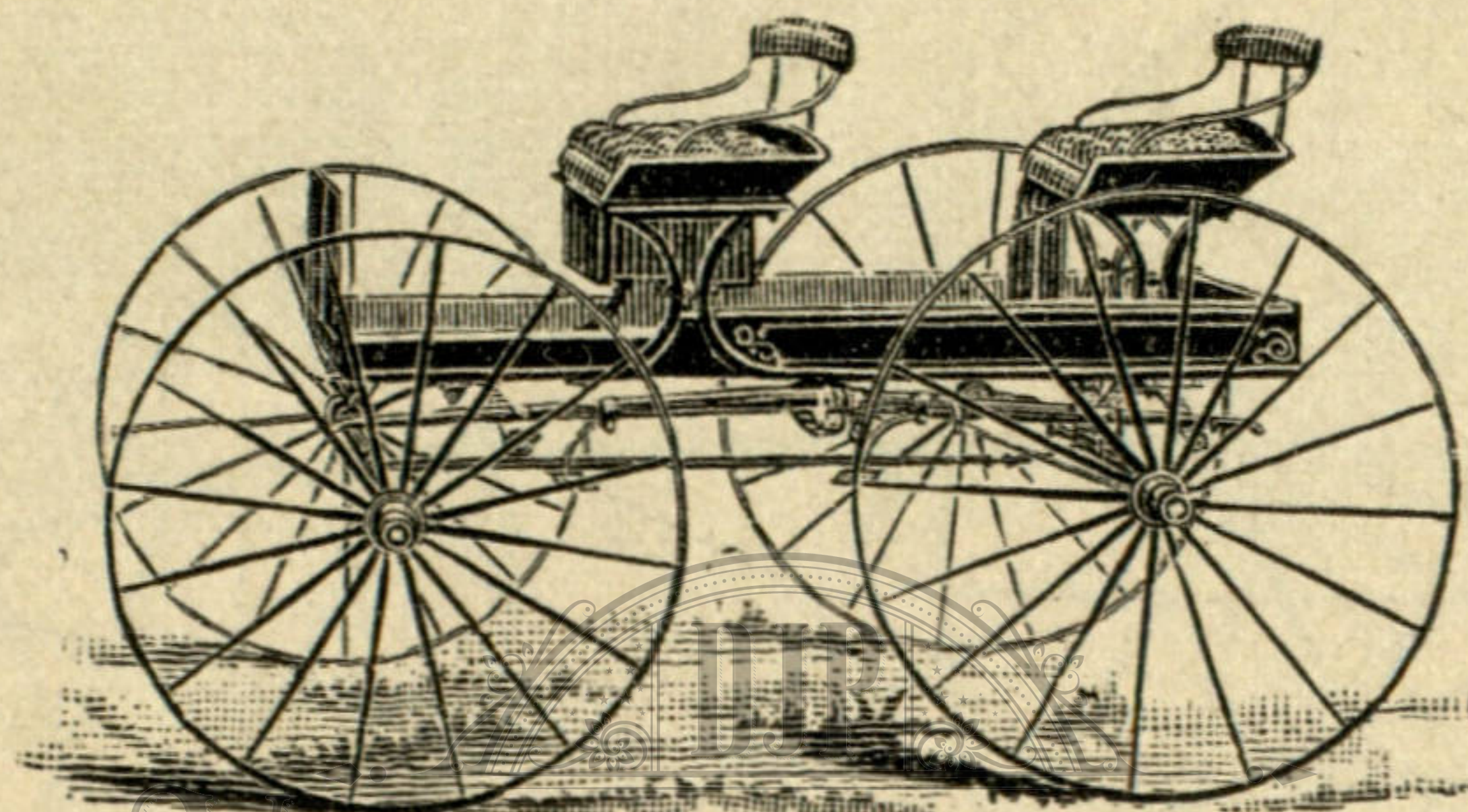
This light and roomy wagon is built under letters patent, dated December 16, 1884. It has a greater carrying capacity than No. 4 (body 75 inches long), and can be handled by one horse easily. By extending the side-bar over the rear axle and placing the rear spring thereon it OBVIATES that objectionable feature, a LONG COUPLED GEARING.

Springs, the improved "Cushion" made expressly for this wagon, oil tempered and warranted.

Axles, double collar, steel, $1\frac{1}{8}$ inch.

Tire 1 inch or $1\frac{1}{8}$ inch steel, full bolted with "Norway" bolts.

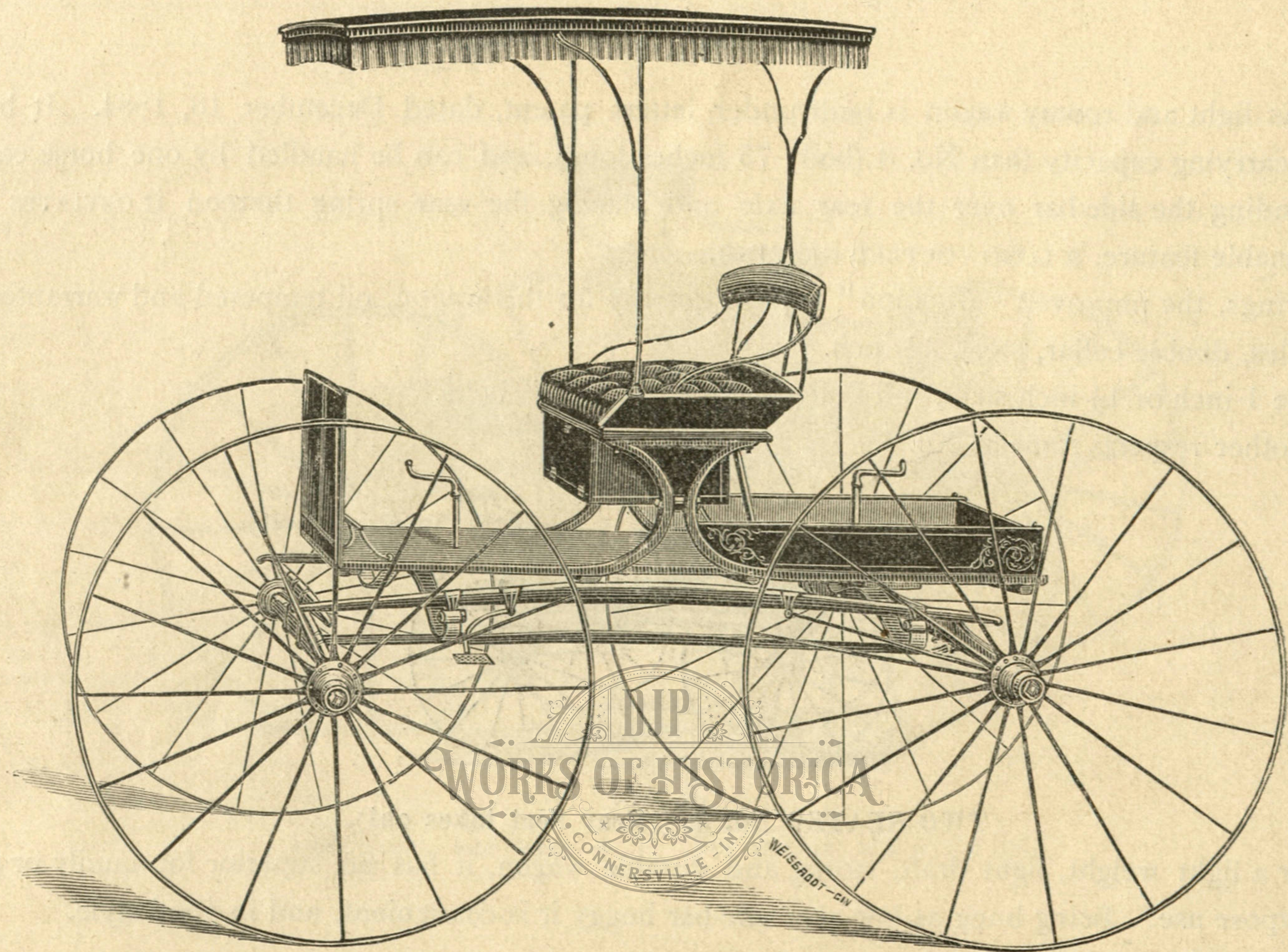
In other respects same as No. 4.



TWO SEATED No. 5. (Rear Seat takes out).

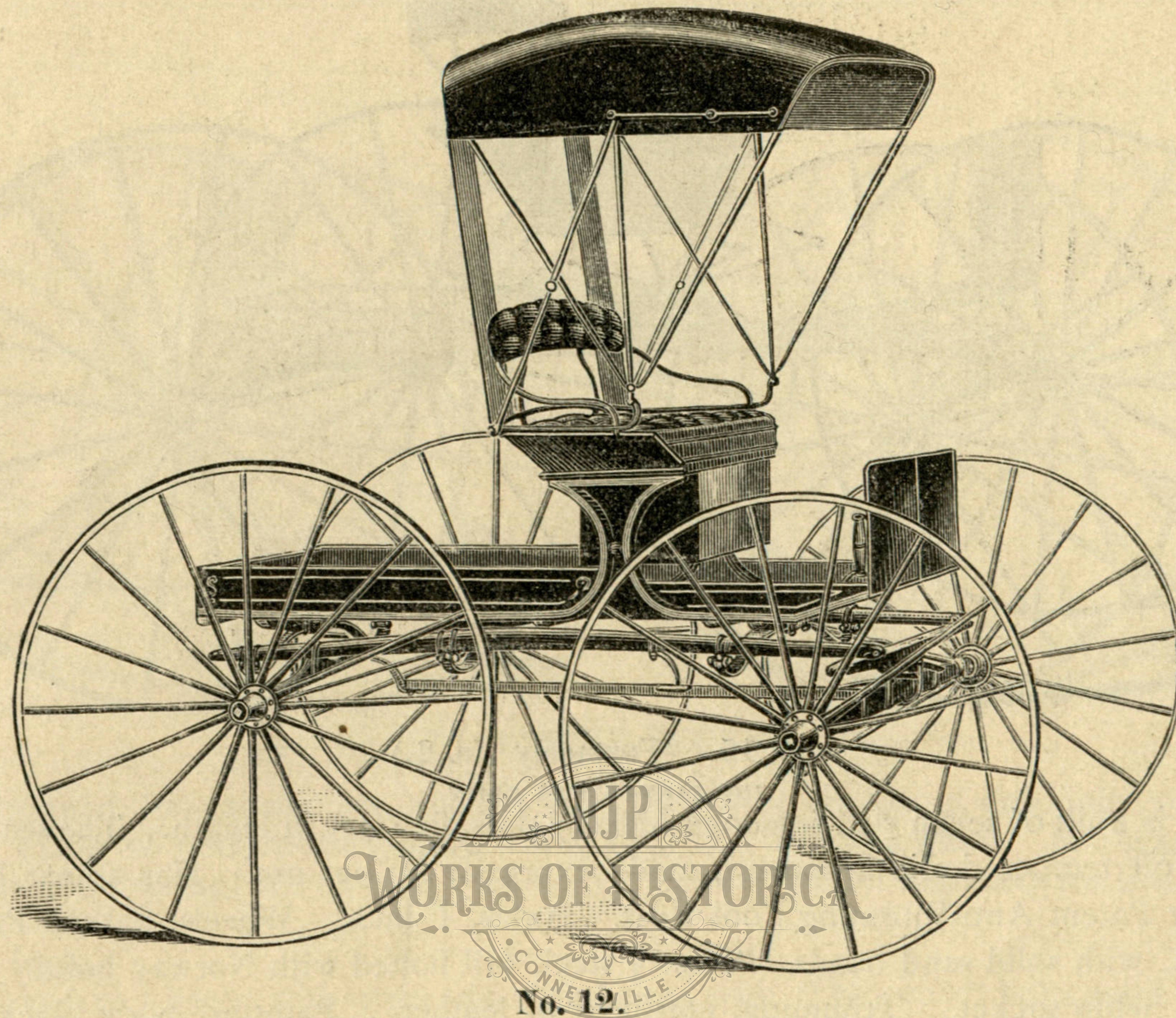
For a light weight, light draft, strong and durable wagon, it has no superior for family or general purpose use. Being hung as low as a side-bar buggy it is convenient, and in good style.

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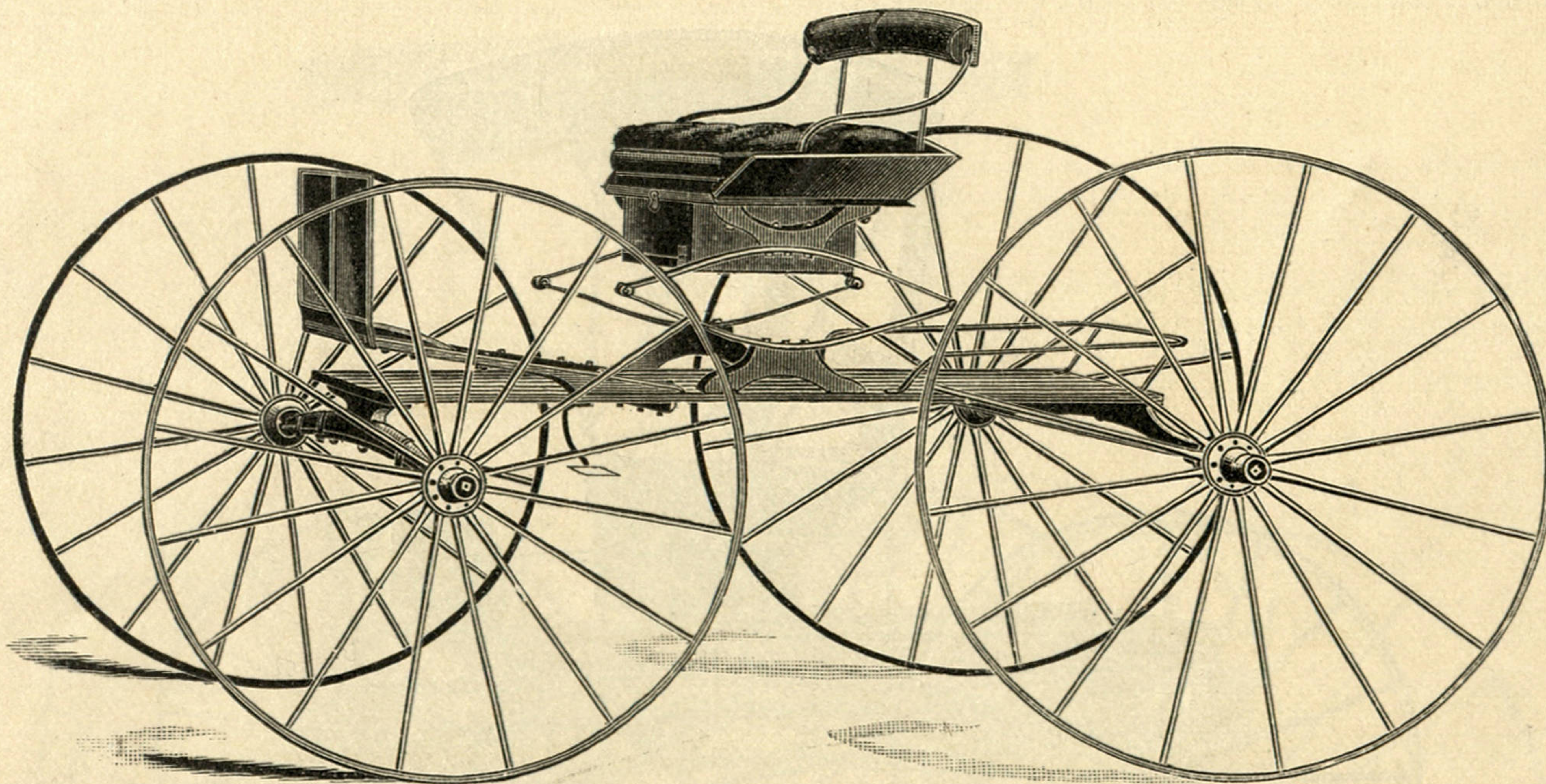


No. 11.

SAME AS NO. 4, WITH CANOPY TOP NO. 41.



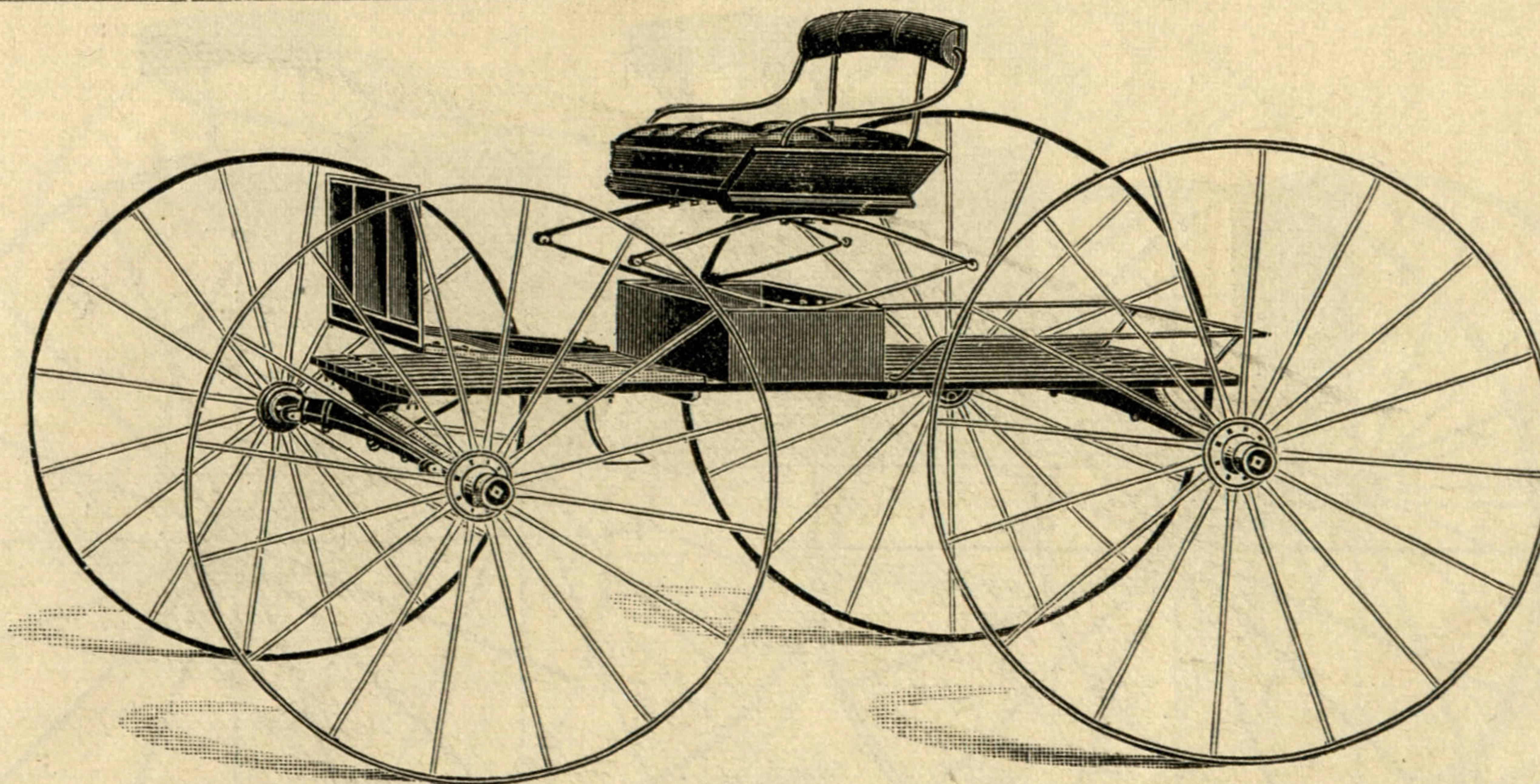
Same as No. 5, provided with Top No. 42, page 4. Axle, $1\frac{1}{8}$ double collar, steel.



No. 15. (Formerly No. 2.)

THE FARMER'S FAVORITE.

This wagon is built of seven well seasoned hickory slats, five feet in length. The seat is supported on button head, oil tempered elliptic springs, made expressly for our use. Has a neat box under the seat, and has our Patent Anti-Vibrating Foot Rest. Axles, 1 inch. Wheels, Sarven Patent, 3 feet 8 inches and 4 feet, with solid sand bands. Tire, 8 steel, full bolted with Norway bolts. Dash, Peters leather dash and whip socket. Trimming, corduroy or leather. Painting, body black, gearing rich wine color or vermilion. For EXTRAS, SEE PRICE LIST. (See page 4.)



No. 17. RANCHE BUCKBOARD.

This is designed for ranche use, and for that purpose is the most desirable vehicle yet built. The bottom is made of nine hickory slats, 6 feet long, and 2 inches wide. Has a parcel tray under the seat, to which the springs are bolted. These springs are made expressly for this wagon and are very elastic.

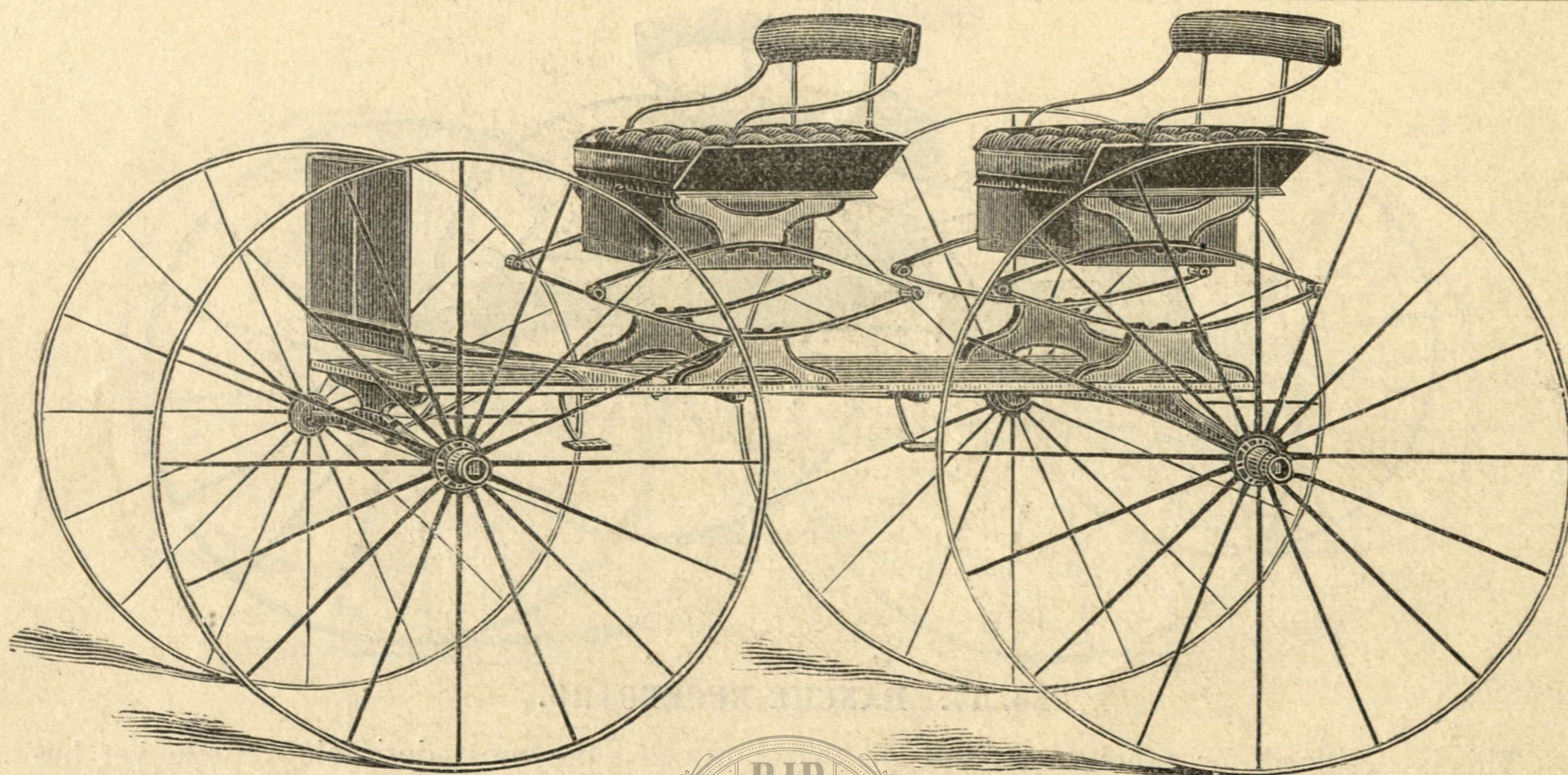
Axles, $1\frac{1}{4}$ inch.

“Sarven” patent wheels, with steel tire, full bolted with “Norway” bolts solid sand bands.

Painted vermilion (except seat), unless otherwise ordered. Trimmed in leather. Pole only.
Brake extra

See price list.

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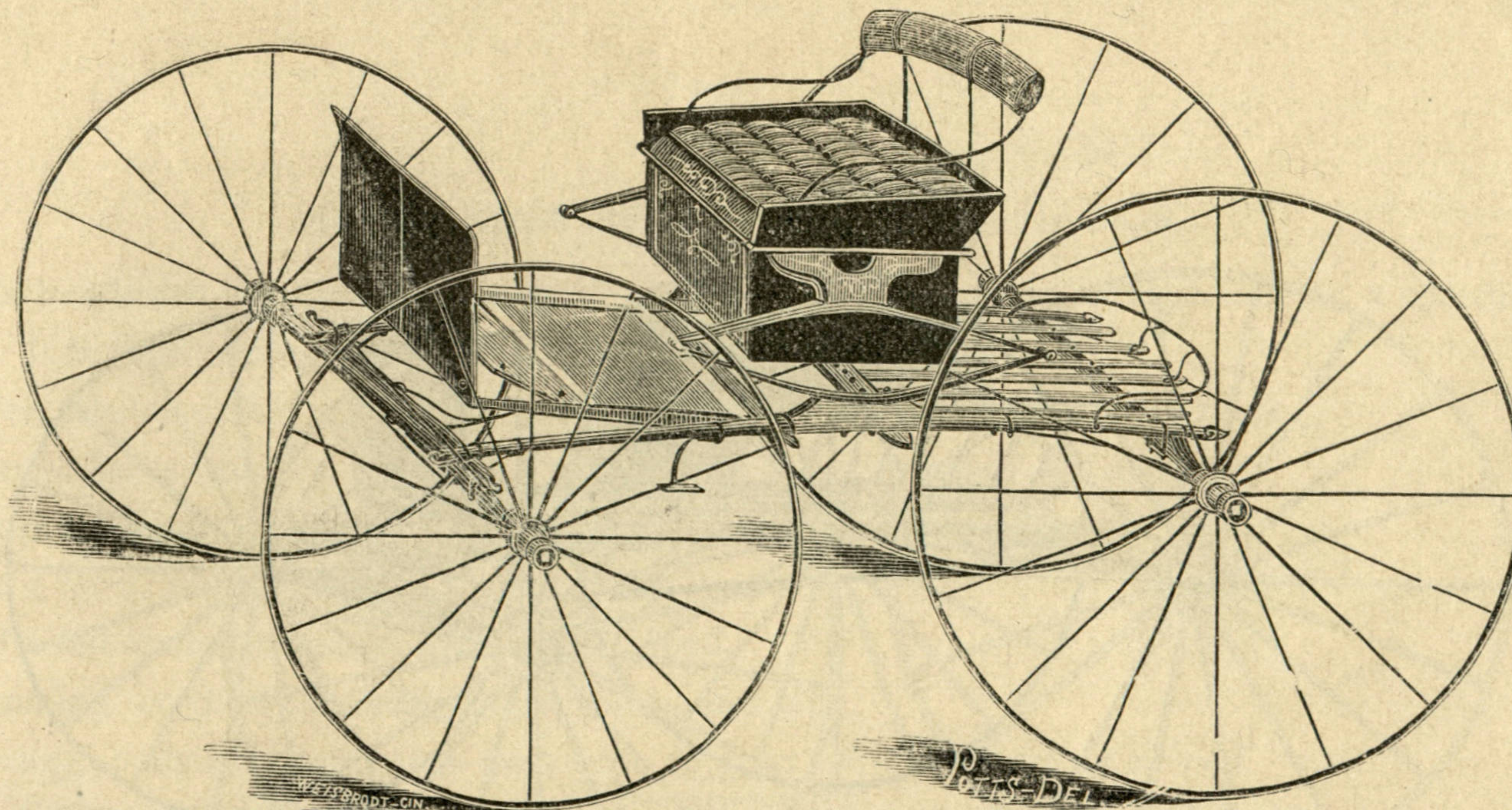
No. 19. CARRY ALL. (Formerly No. 7.)

This Light Four Passenger Buckboard is made with nine well seasoned hickory slats, six feet in length. It is just the thing for pic-nic, hunting or fishing parties, or for stage routes.

Axles, $1\frac{1}{8}$ inch, double collar, steel. Wheels, Sarven Patent, 3 feet 8 inches and 4 feet, solid sand bands. Tire, 1 or $1\frac{1}{8}$ inch, full bolted with Norway bolts.

To the foot-rest is attached a leather dash, with whip-socket. Trimming, corduroy or leather. Will omit parcel-box under rear seat, and add fall to cushion, if desired.

Painting, body black. Gearing, wine color or vermilion.



No. 21. THE HORSEMAN'S CHOICE. (Formerly No. 6.)

This light and elegant side-bar vehicle is a great favorite with horsemen. The seat has a neat parcel box, and is supported on button head, oil tempered elliptic springs. For the purpose for which it is intended it has no superior.

Axles, 1 in. Wheels, Sarven patent, 3 ft. 8 in. and 4 ft., with solid sand-bands. Tire, $\frac{7}{8}$ steel, full bolted with Norway bolts. Dash, leather, with whip socket. Trimming, corduroy or leather. Painting—body, black; gearing, rich wine color or vermilion.

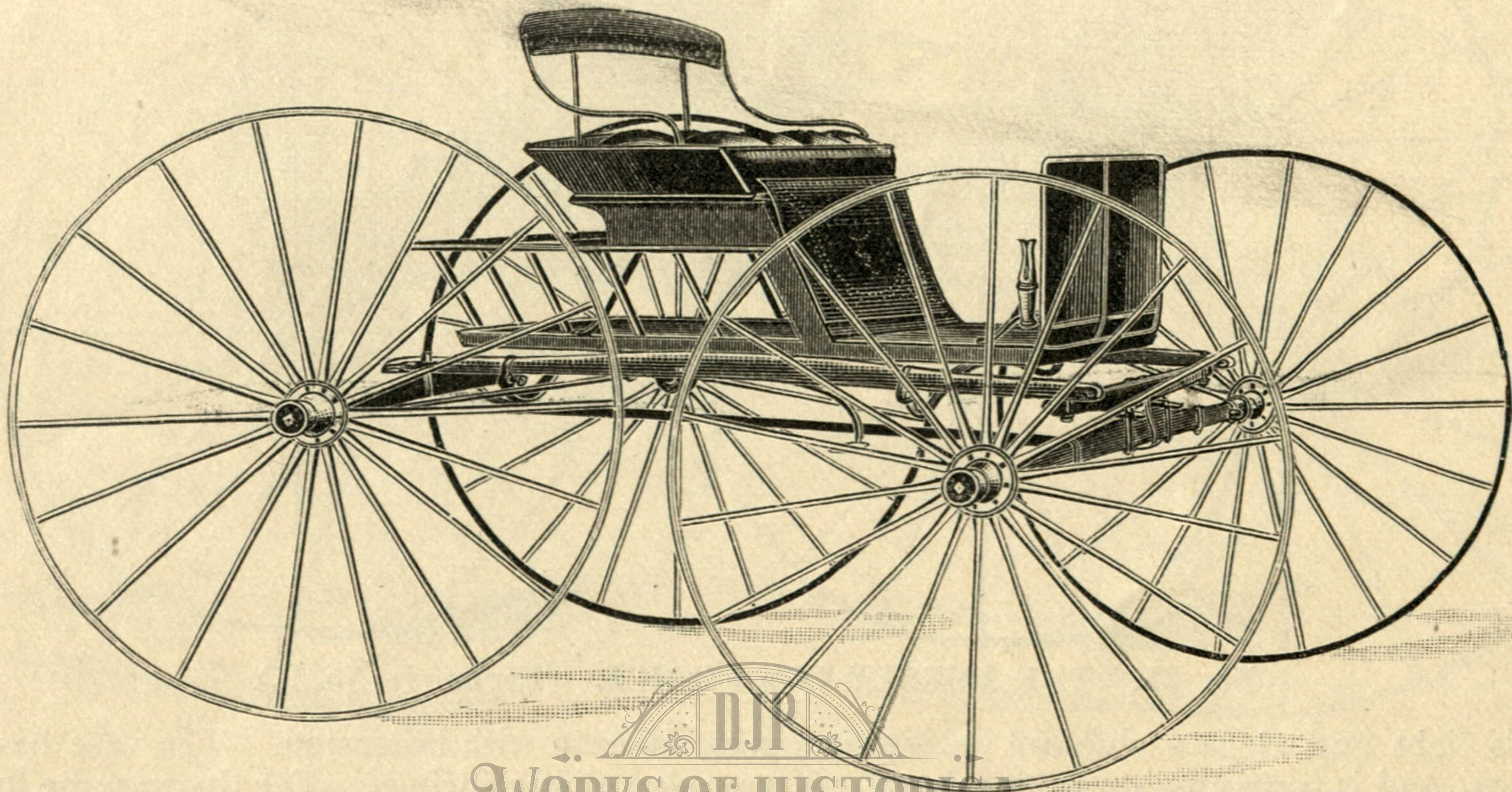
See page 4. For extras, see price list.

CONNERSVILLE BUGGY CO.

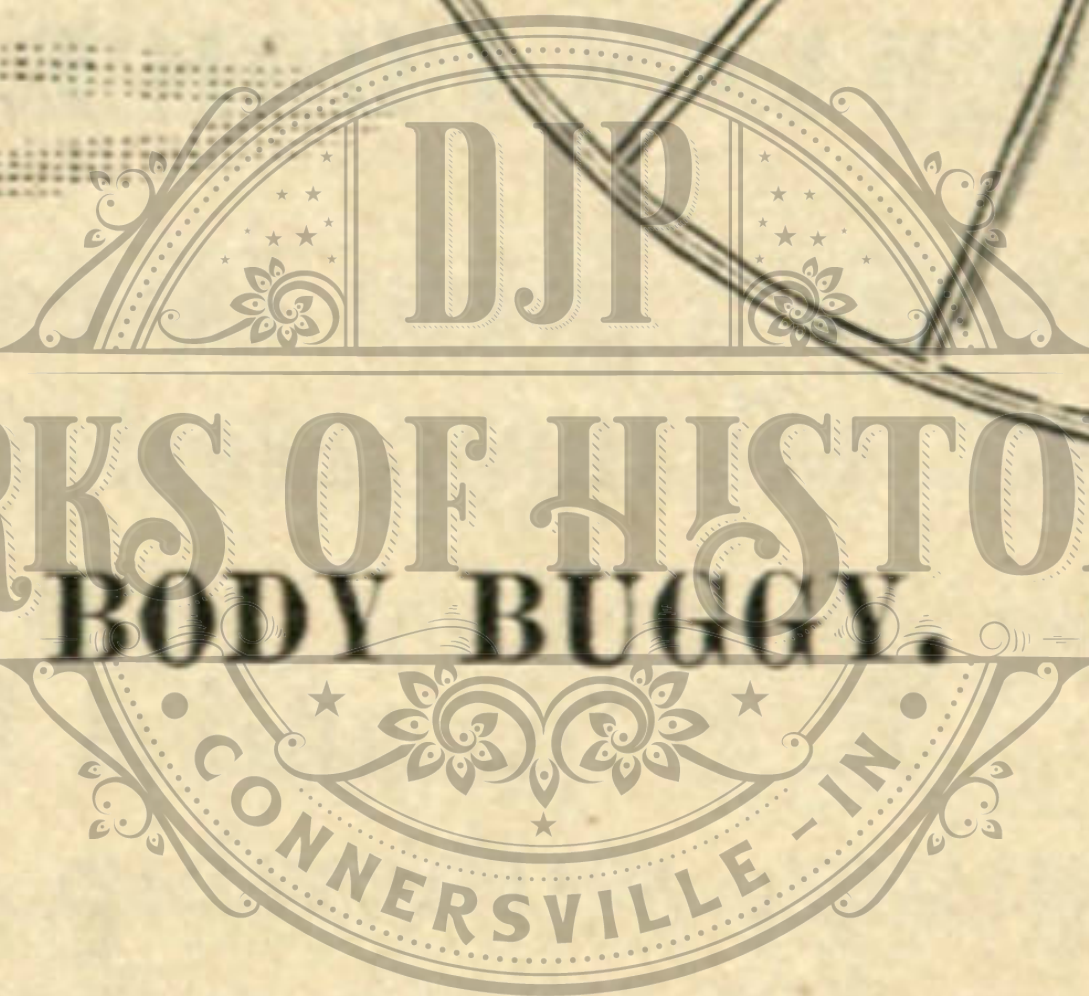
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No. 23. STICK BODY BUGGY. (Formerly No. 8.)



No. 23.—STICK BODY BUGGY. (Formerly No. 8.)

This handsome side-bar, stick body buggy, is a universal favorite, especially as a speeding road wagon. It is light, durable and attractive, and sells at sight.

Axles, double collar, steel, $\frac{7}{8}$ inch on narrow, and $\frac{7}{8}$ or 1 inch on broad track.

Wheels, Sarven patent, of selected timber, size 3 feet 8 inches and 4 feet.

Hung on Brewster or improved Cushion springs.

Tire $\frac{7}{8}$ steel, full bolted with Norway bolts.

Shafts full leather trimmed and nickle tipped.

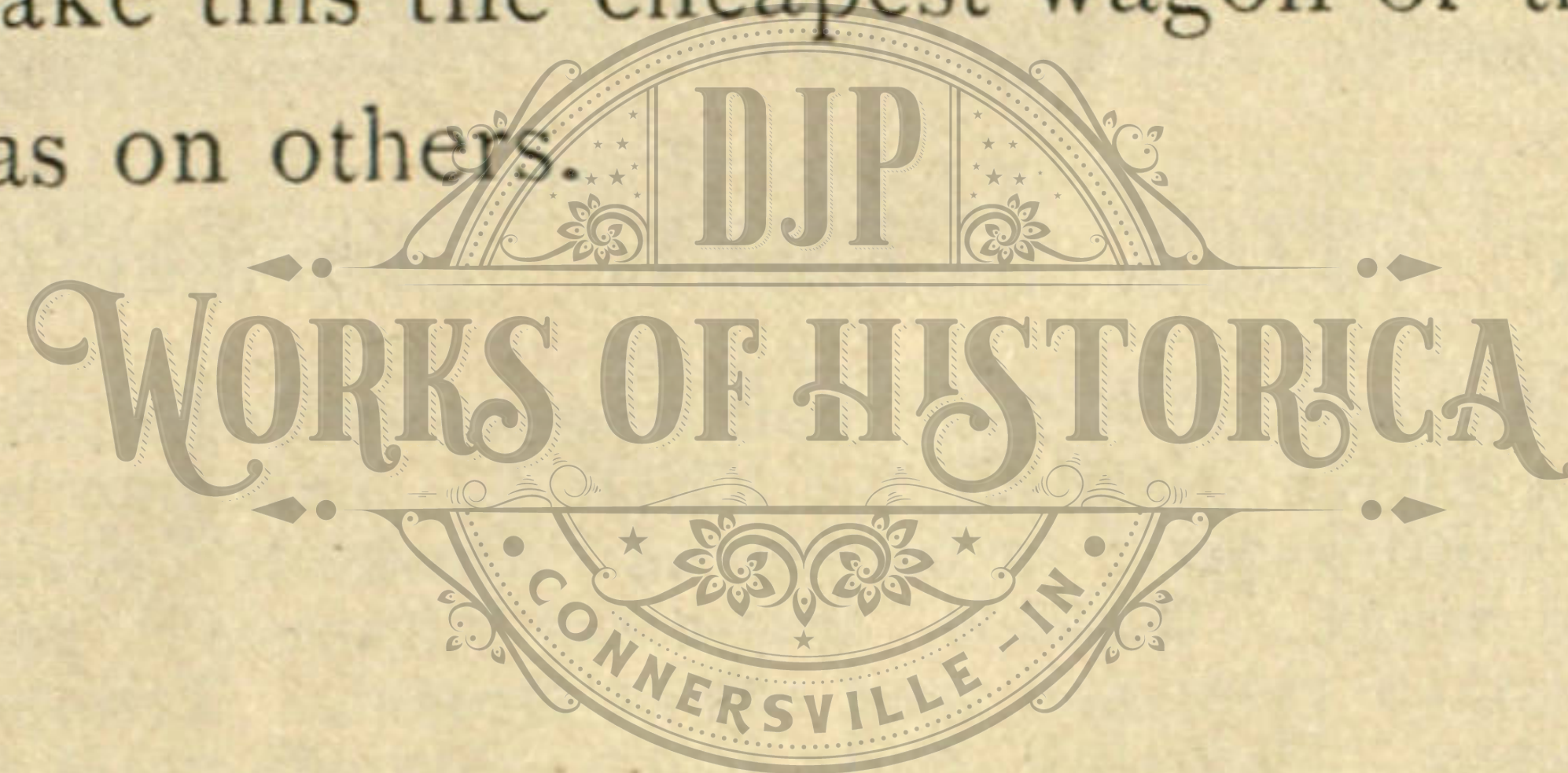
Trimming, corduroy or leather, Oil Cloth, and Rug.

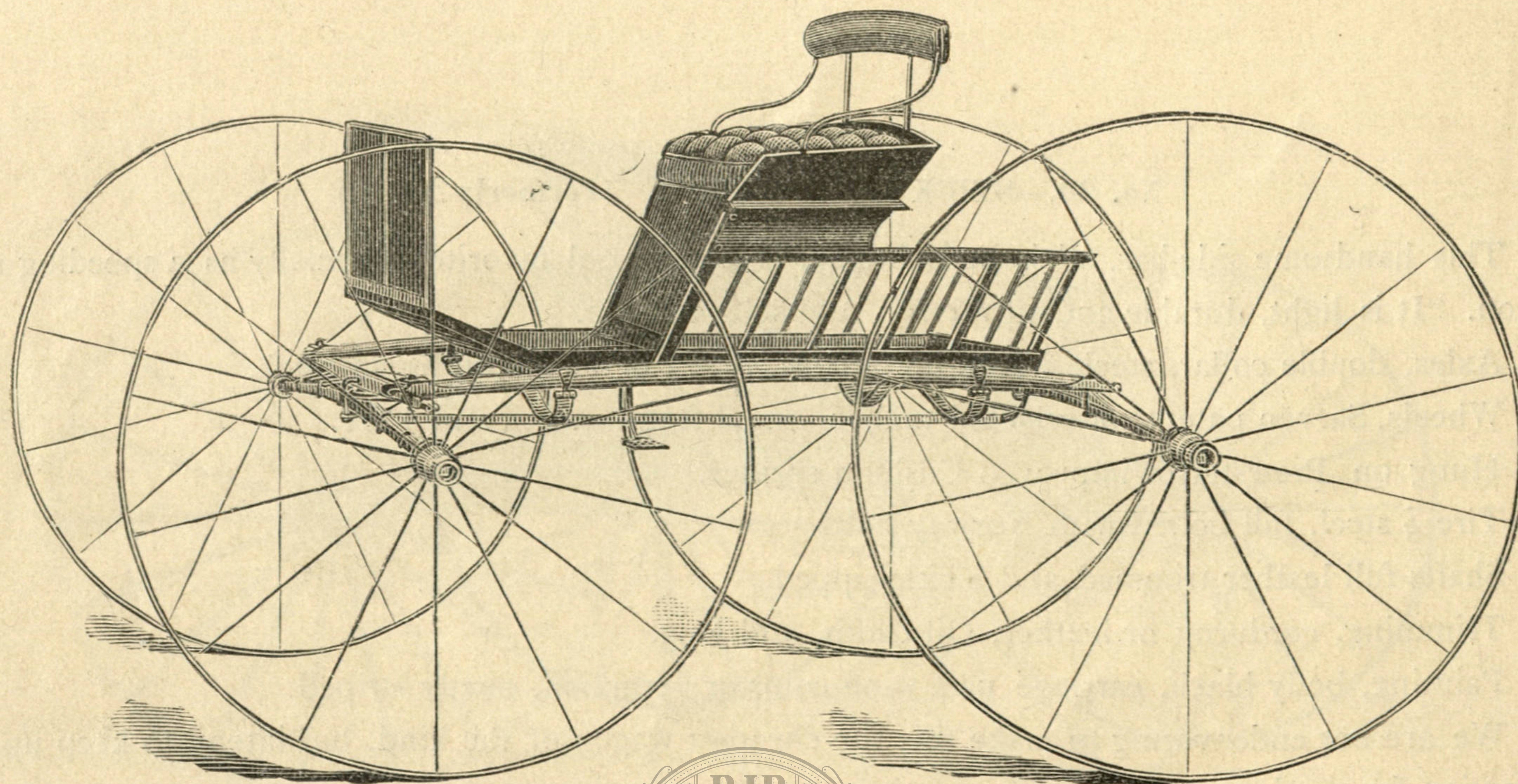
Painting, body black, carriage part wine color or vermilion, neatly striped.

We are not endeavoring to make this the cheapest wagon of the kind, but intend to keep up our reputation for good work on this, as on others.

For extras, see price list.

For tops, see page 4.



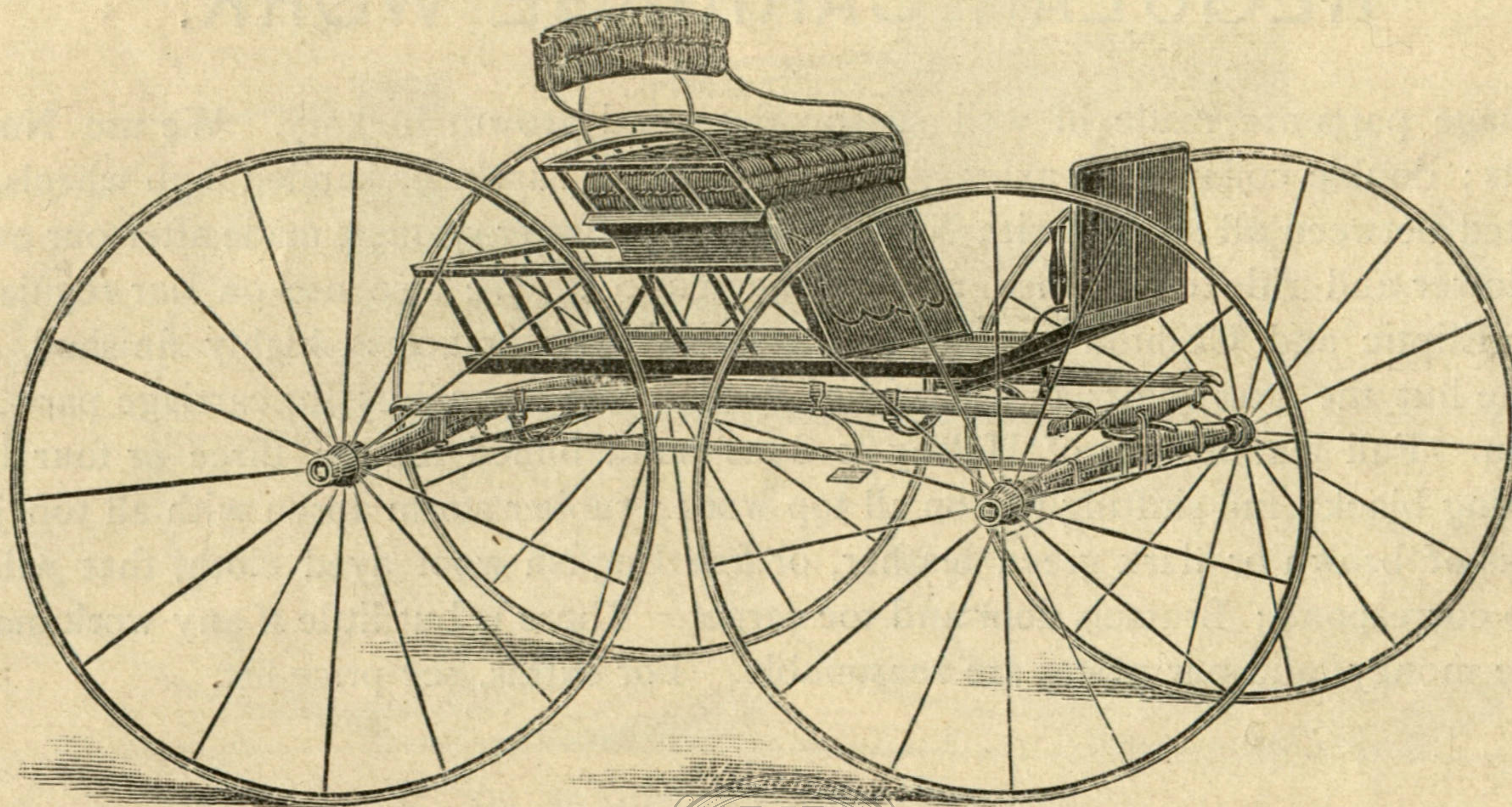


No. 27. STICK SURREY. (Formerly No. 9.)

To show what we can offer to the trade in way of a fine road wagon, we have constructed a FULL-STICK, BRACKET-FRONT SURREY, an extremely stylish body, making a VERY NOBBY TURNOUT. This new wagon is rapidly becoming the most prompt selling vehicle yet offered to the trade. Hung on "Brewster" or improved "Cushion" springs. Axles, double collar, steel of a high grade, $\frac{7}{8}$ axle on narrow track, $\frac{7}{8}$ or 1 inch on broad track. Wheels, first-class "Sarven" patent, or wood hub banded. Tire, $\frac{7}{8}$ steel, full bolted with "Norway" bolts. Shafts, full-leather trimmed and silver tipped. Trimmed neatly in fine leather or English cloth, Oil cloth and Brussels carpet; lazy back, 5 inches wide. Painting, body black, carriage parts, deep wine color or "Brewster" green, an extra finished job in every part.

For Tops, see page 4.

For extras, see price list.



No. 29.—STICK SEAT SURREY.

This is same as No. 27, with a stick seat. We hang this on Brewster, Soule, or improved Cushion springs. For a light open buggy this is not excelled for style and comfort.

For tops, see page 4.

For extras, see price list.

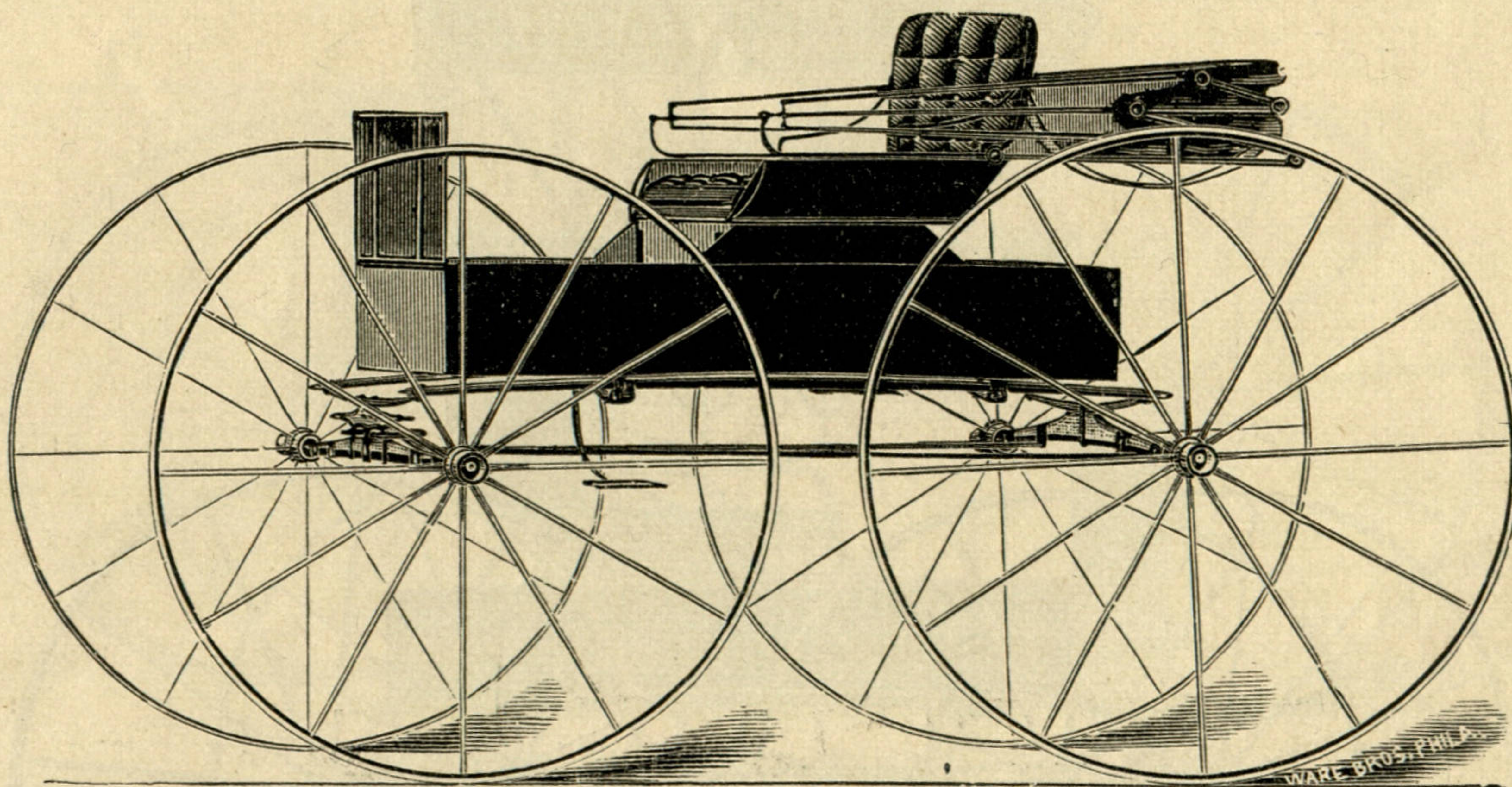
REGULAR CARRIAGE WORK.

Our carriage parts are made of well seasoned second growth hickory. We use Norway iron, clips and bolts; double collar steel axles, $\frac{7}{8}$ and 1 inch. A Sarven or banded hub wheels, oval edge steel tire, bolted between all spokes with Norway bolts; Brewster springs, made after our own pattern, which hang lower and ride easier than any in the market. We also use on our regular work the Soule, Storm, Eliptic and Cushion springs. Our painting is first-class, highly finished, and never peels off; none but the best colors and varnishes used. Regular colors for carriage parts, black and Brewster green. Full leather tops of Halsey & Sons' hand buffed leather, three or four bows, plain joints; mounting black; full shifting rail on all top work; rubber storm apron with all top jobs; cushions and backs of brown or dark green leather, or fine English wool dyed cloth, that will not fade; head lining to correspond; Brussels floor and toe carpet. There is but little if any work made as good as ours for the money, and our prices are reasonable. For extras, see price list.

SPECIAL WORK.

WORKS OF HISTORICAL

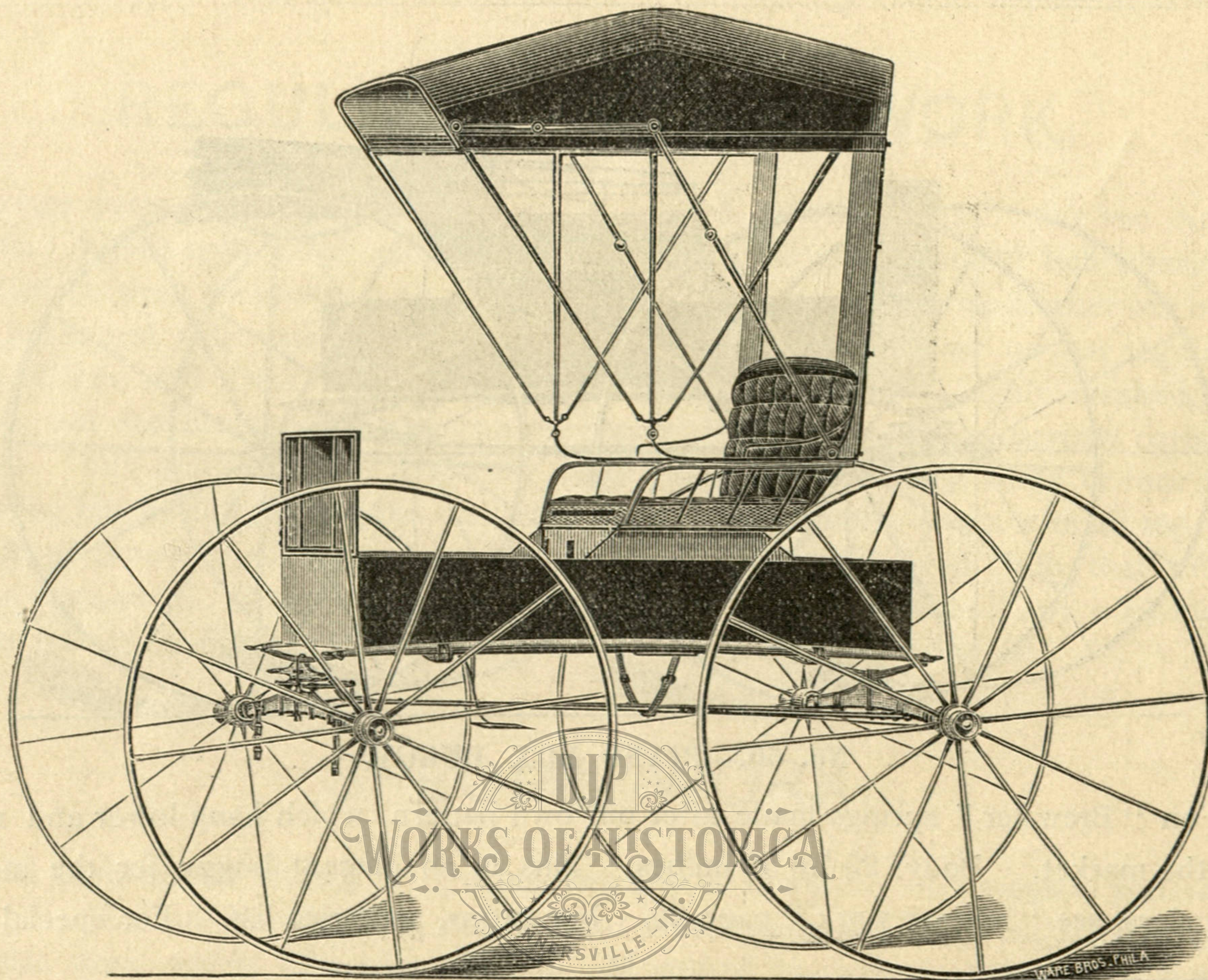
On special work we use from $\frac{3}{4}$ to $1\frac{1}{8}$ axles, and any of the styles of springs in general use, such as Storm, Eliptic, Cushion, Eureka, Pell, and Side-bar Side Spring, which we make to order and finish like our regular work, unless otherwise ordered. Mounting as desired; painting to suit; dove-tail bodies, in which are used no screws or plugs to mar the beauty of the panels. Angle or plain joints.



No. 50.—PIANO BOX BUGGY.

Is hung on "Brewster" springs made after our own pattern, which hang lower and rides easier, than any in the market. Body, 25 by 50 inches. This is an elegant buggy for the money. For further particulars, see "regular work," page 20. For extras, see price list. For special work, see page 20.

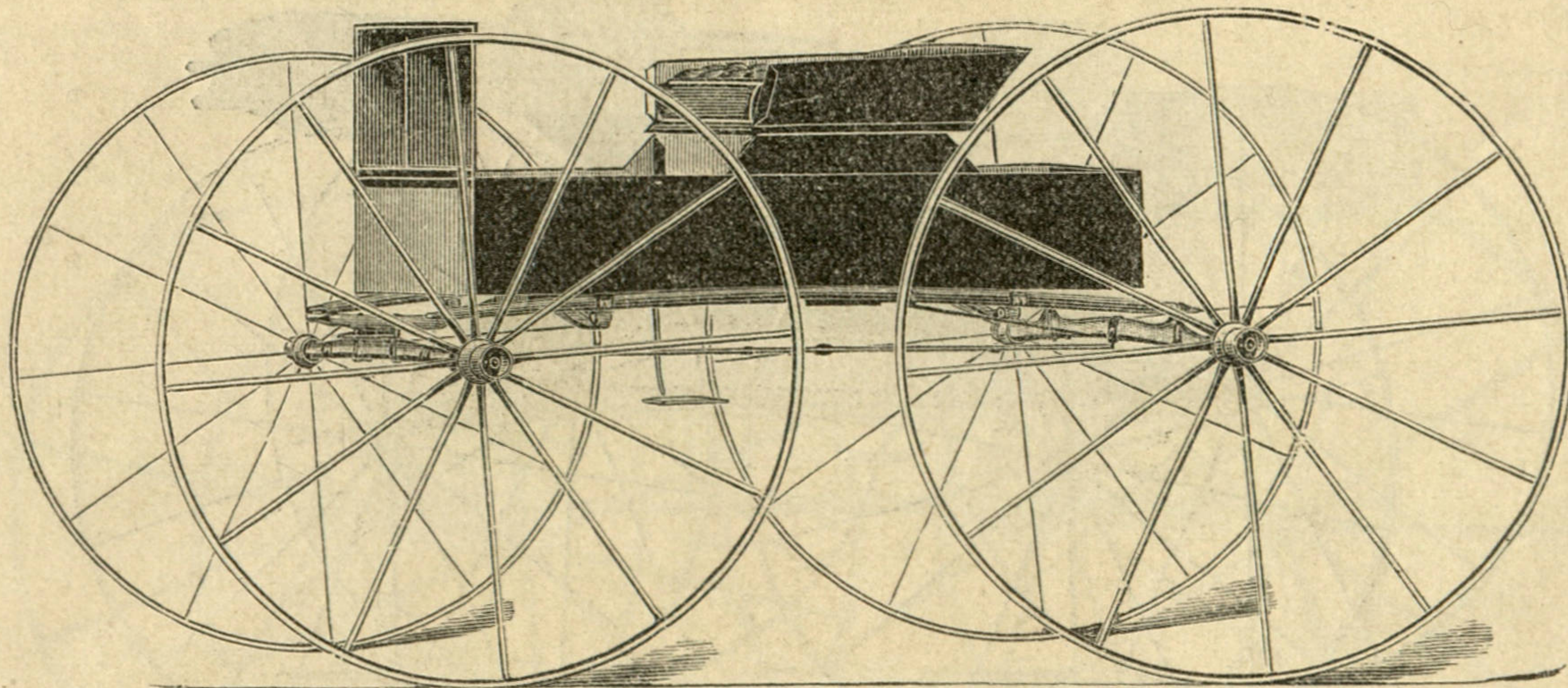
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No. 52.—STICK SEAT BUGGY.

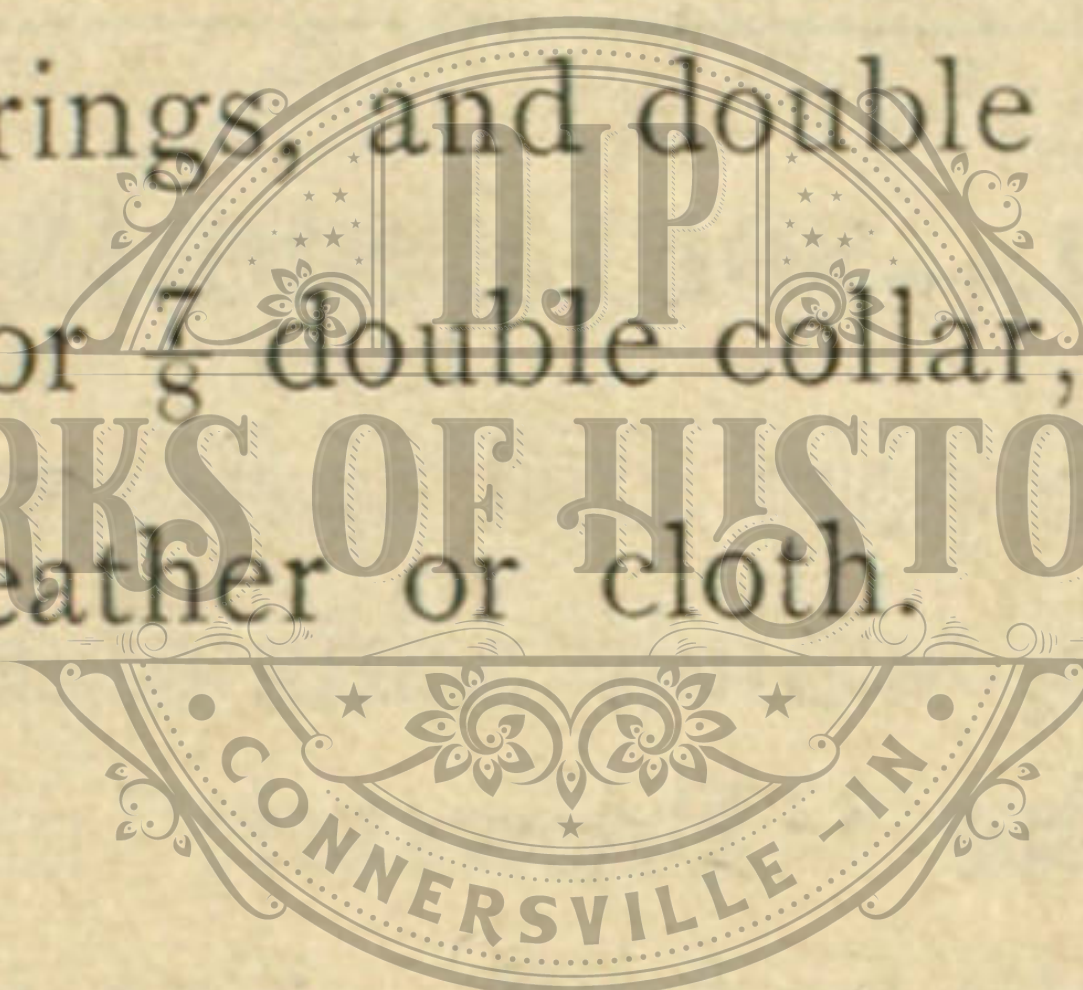
This cut represents our Stick Seat Body, which can be placed on any of our regular or special carriage parts. Especially recommended for open buggies. It gives the job a light appearance, and meets the wants of many of our customers.

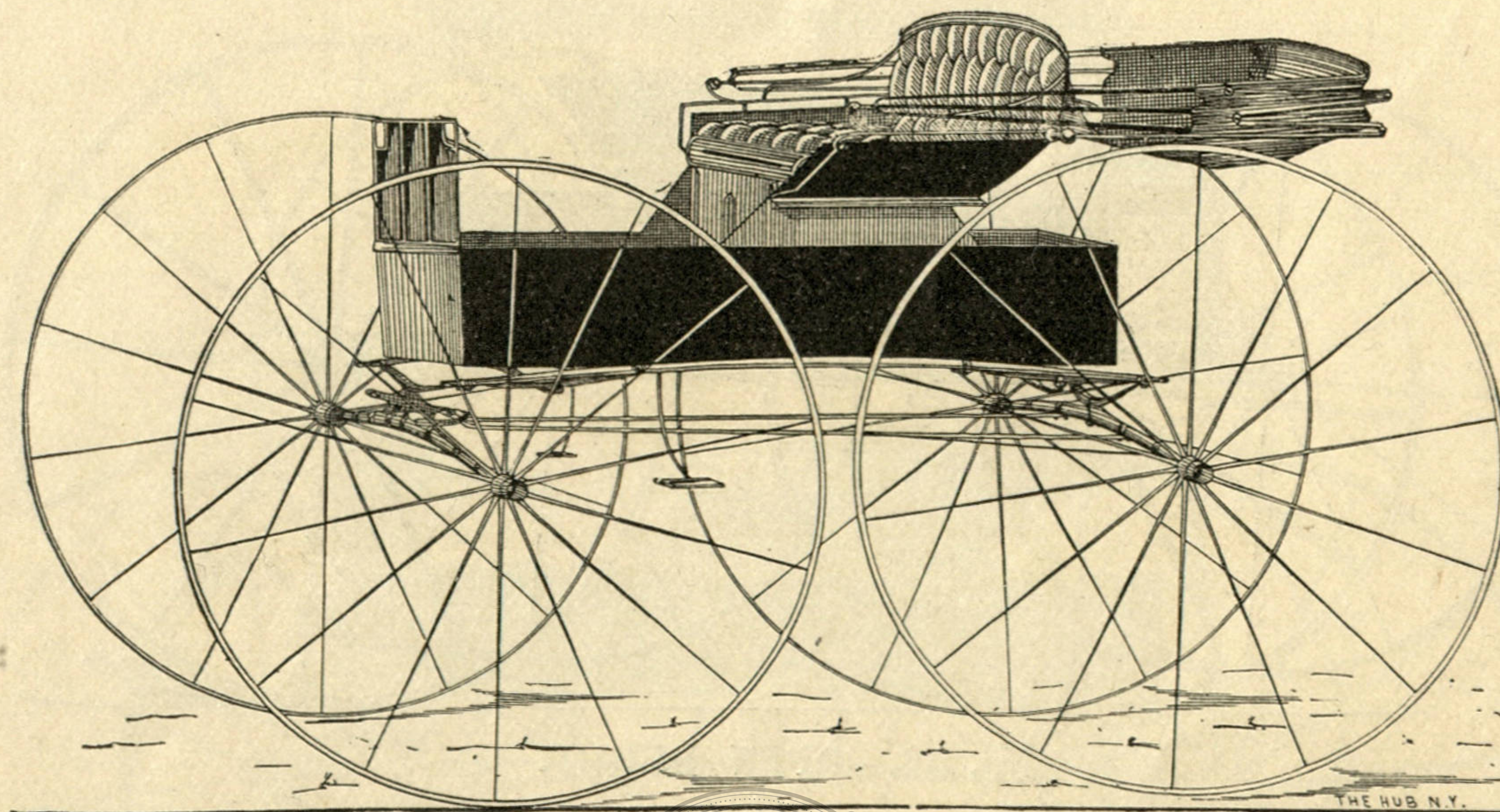
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No. 53.—OPEN BUGGY.

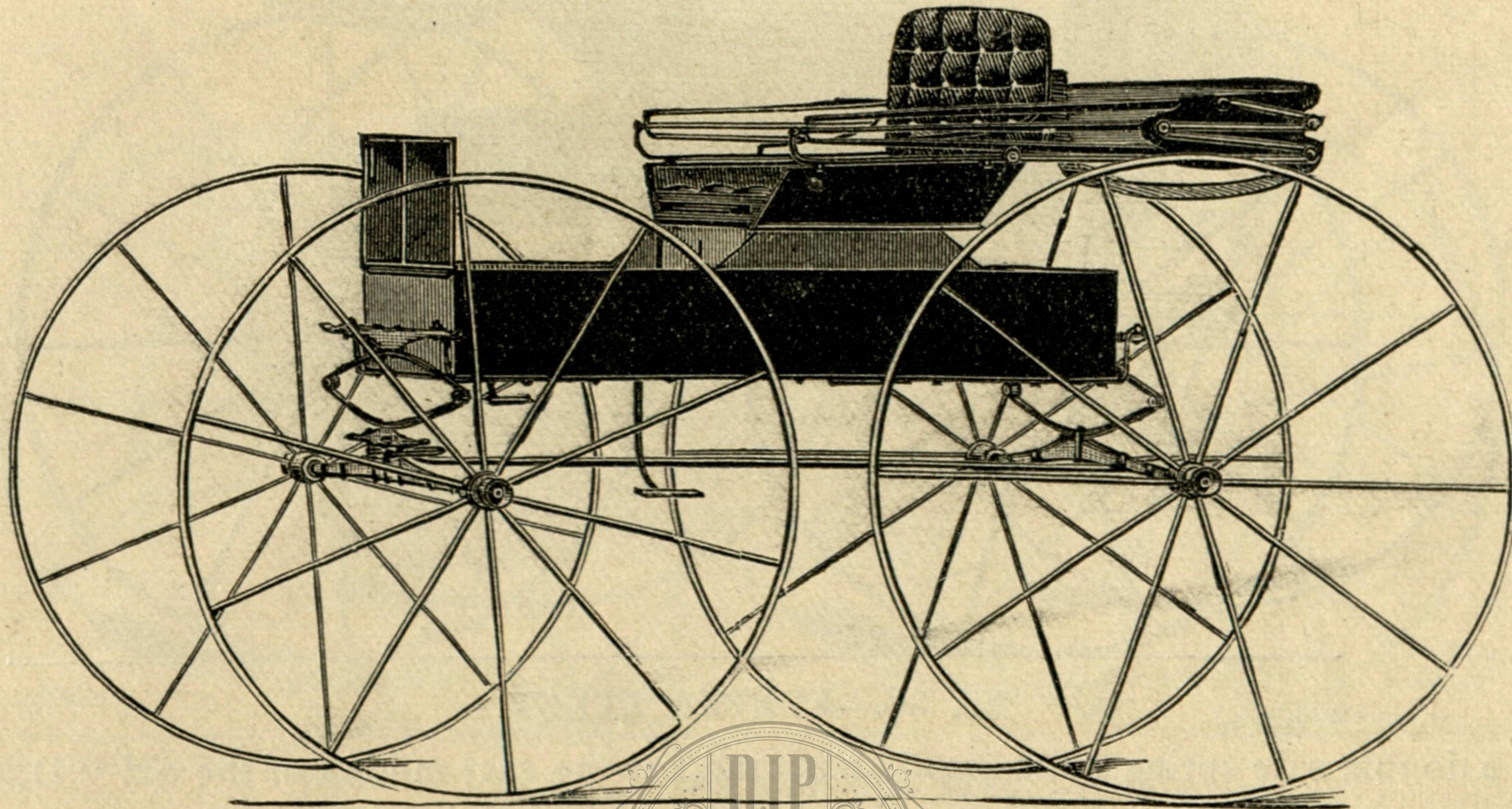
This we usually hang on Brewster Springs, and double perch carriage part. Body 22 or 25x50 inches, with panel or stick seat. Axles, $\frac{3}{4}$ or $\frac{7}{8}$ double collar, steel. Wheels, "Sarven" or wood hub banded. Tire, $\frac{3}{4}$ steel. Trimming, fine leather or cloth. An elegant wagon. First-class in every respect.





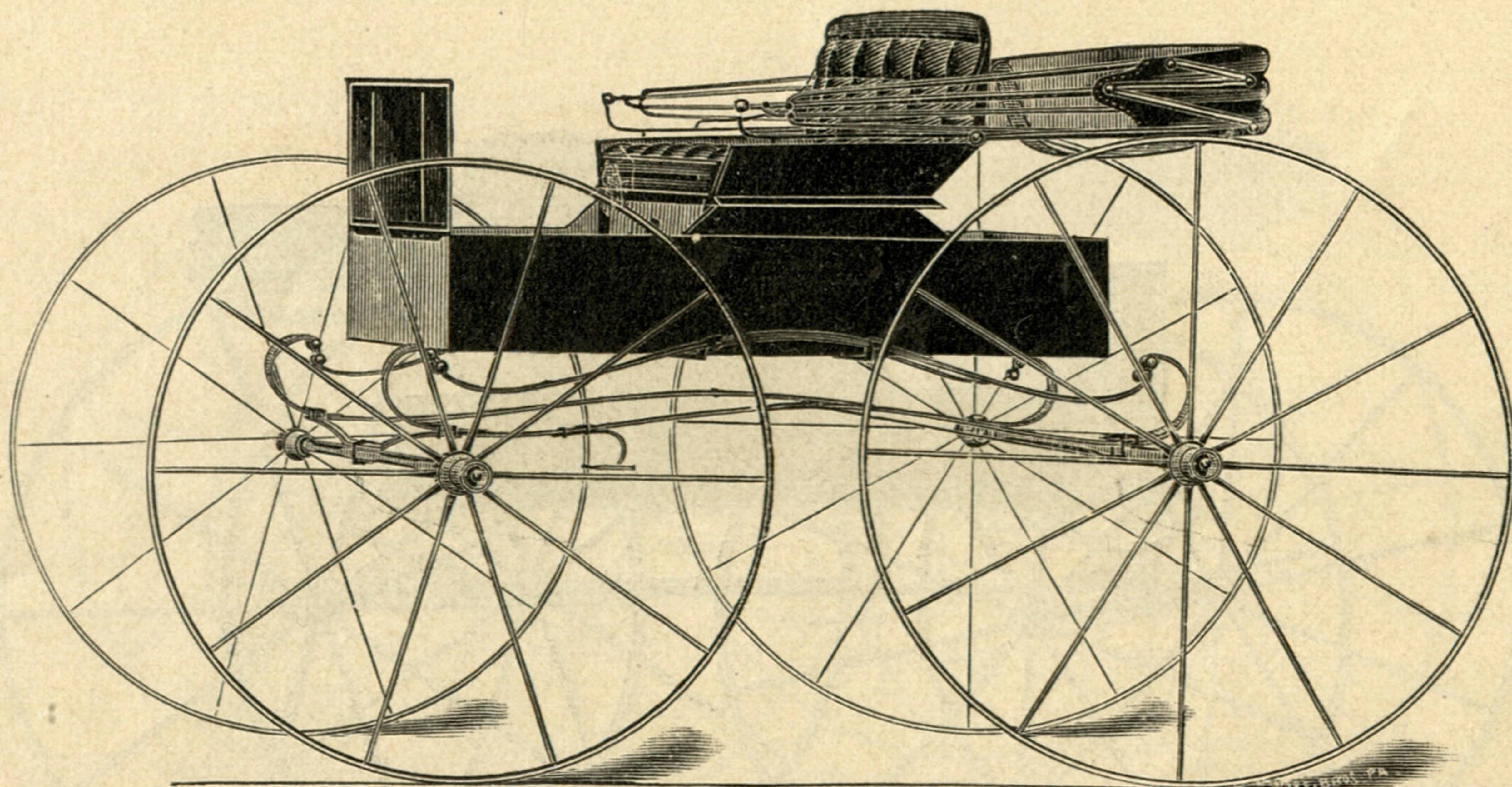
No. 54. — SOULE SPRING BUGGY.

This is a regular "Brewster" carriage part and springs, with Soules' patent spring attached to and under the bottom of each end of side bars, which adds elasticity to the spring and makes it ride very easy. It is really an improvement on the "Brewster." The concave Corning hung on this spring makes a truly elegant buggy. See pages 20 and 32. For extras see price list.



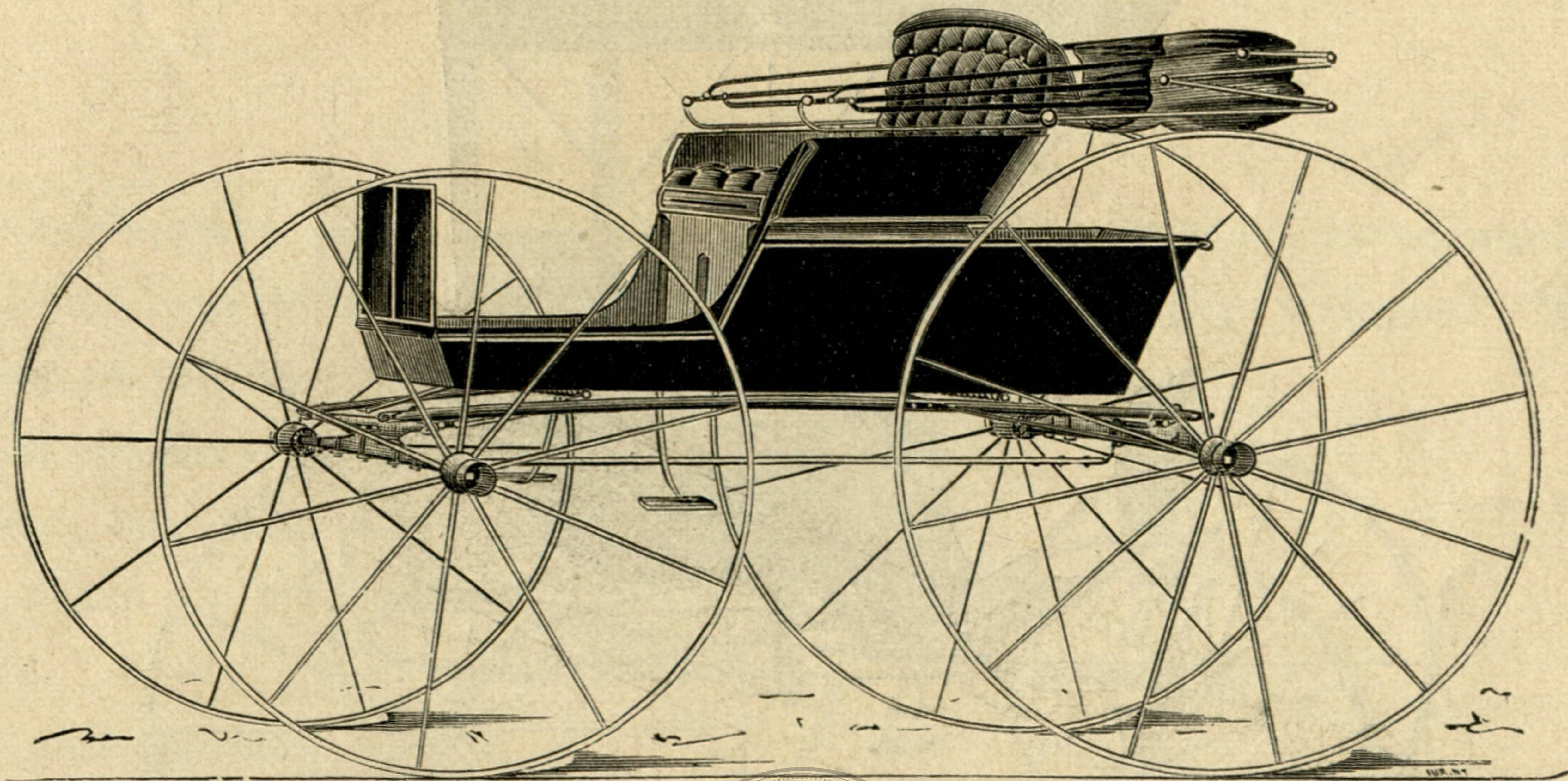
No. 56.—ELIPTIC SPRING BUGGY.

The eliptic spring is again coming into favor, and makes one of the most comfortable as well as most durable buggies. We hang them on the regular single or double perch carriage parts. See page 20. For extras see price list.



No. 58.—EUREKA BUGGY.

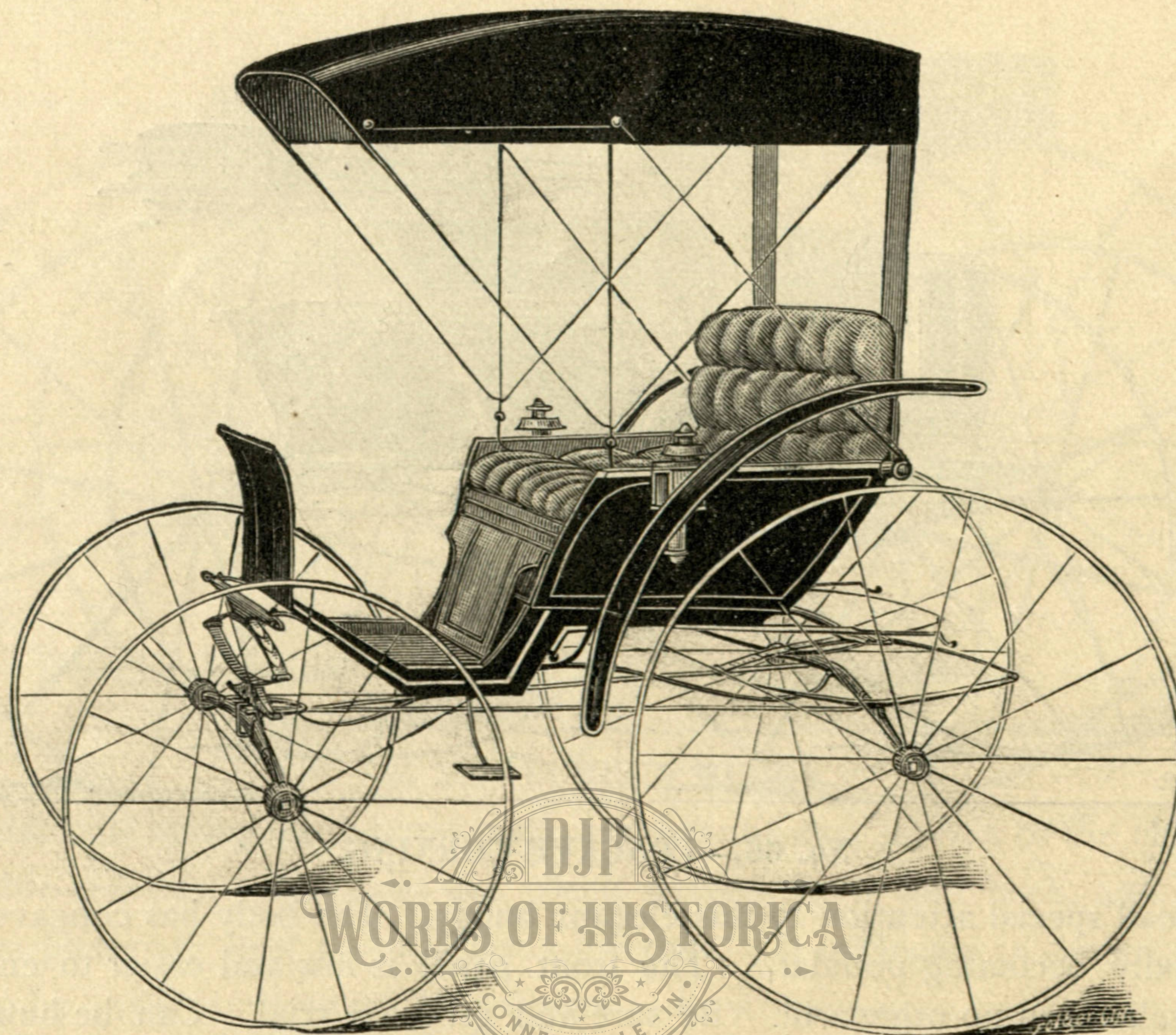
This is a double side spring, with scroll ends, and has the easy motion of the old "Dexter" without its objectionable features. The axles are coach shaped, front and back, and are made of fine steel; the transom plates are steel and will last a life time. It is elegant in design, and so simple in construction as to be easily understood by a novice. It is adapted to any work, rough or smooth, carrying you over uneven roads with surprising comfort and steadiness. See page 20. For extras see price list.



No. 66.—CONCAVE CORNING.

We desire to call special attention to this elegant buggy. The body has concaved sides and end panels, and is rapidly becoming popular. The front panel is low and easier to enter than a piano body. This will sell when no other will. Be sure and give it a trial. Can be hung on any of our regular or special carriage parts, except Eureka. See page 20. For extras, see price list.

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No. 70.—LADIES' PHAETON.

No. 70.—LADIES' PHÆTON.

The cut on opposite page represents our Phæton, with the longitudinal spring, which prevents the other springs from pitching forward, after a few years' use. The design is elegant. The material and the finish are first-class throughout.

Top and curtains of best grade of leather.

Trimming, fine leather or English wool-dyed cloth.

Axles, 1 inch double collar, steel.

Wheels, "Sarven" patent or banded wood hub.

Tire, $\frac{7}{8}$ oval edge steel.

We make but one grade, and that the best.

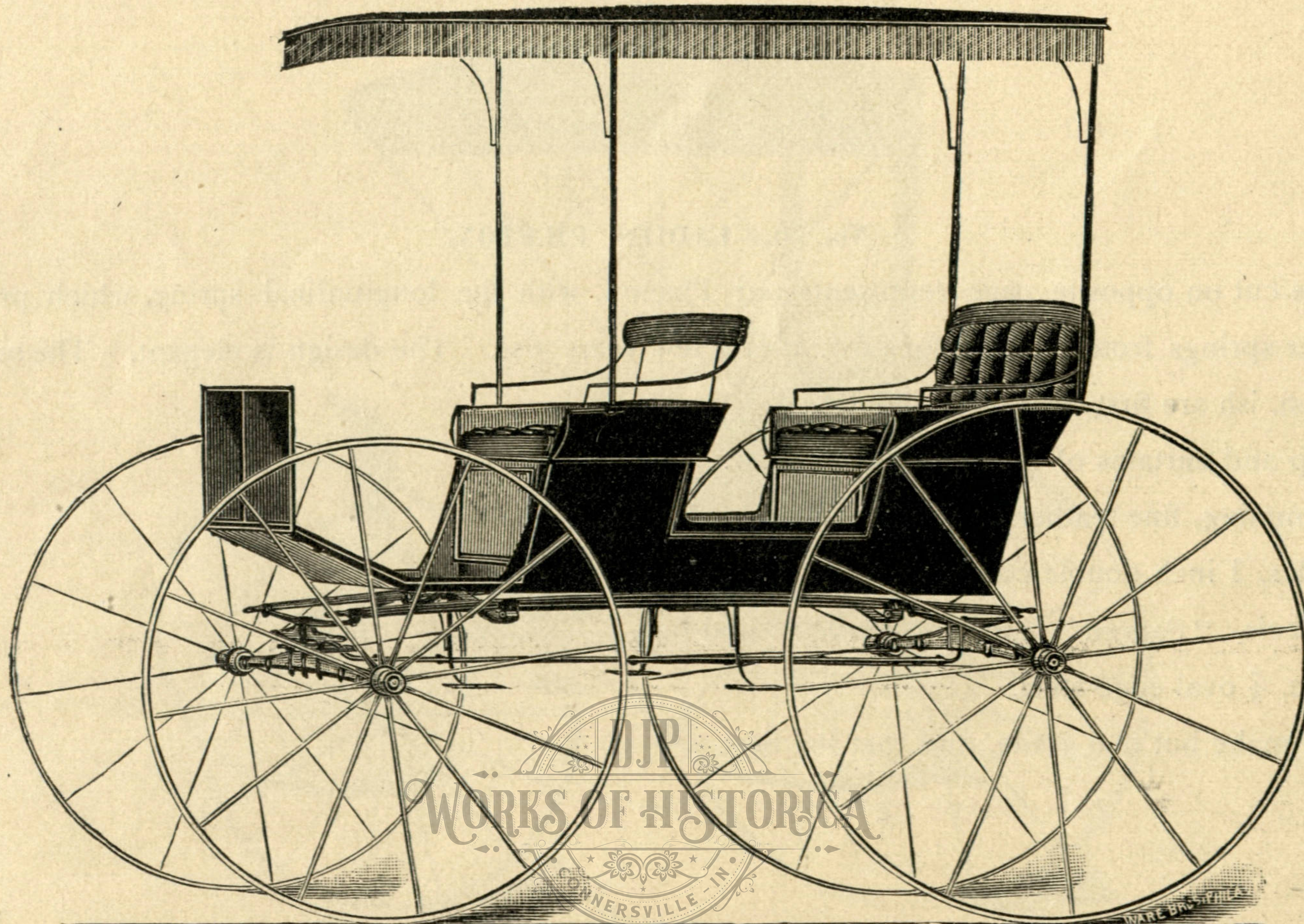


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No. 80.—TWO SEAT SURREY.

No. 80.—TWO SEATED SURREY.

This carriage is hung on our regular Brewster carriage parts, with Brewster springs of our own pattern, designed especially to hang the body low, and ride easier than the ordinary Brewster spring. Axles, double collar, steel, $1\frac{1}{8}$ inch.

Tire, 1 inch oval edge steel, bolted between every spoke with Norway bolts.

Wheels, A grade Sarven patent, or wood hub banded.

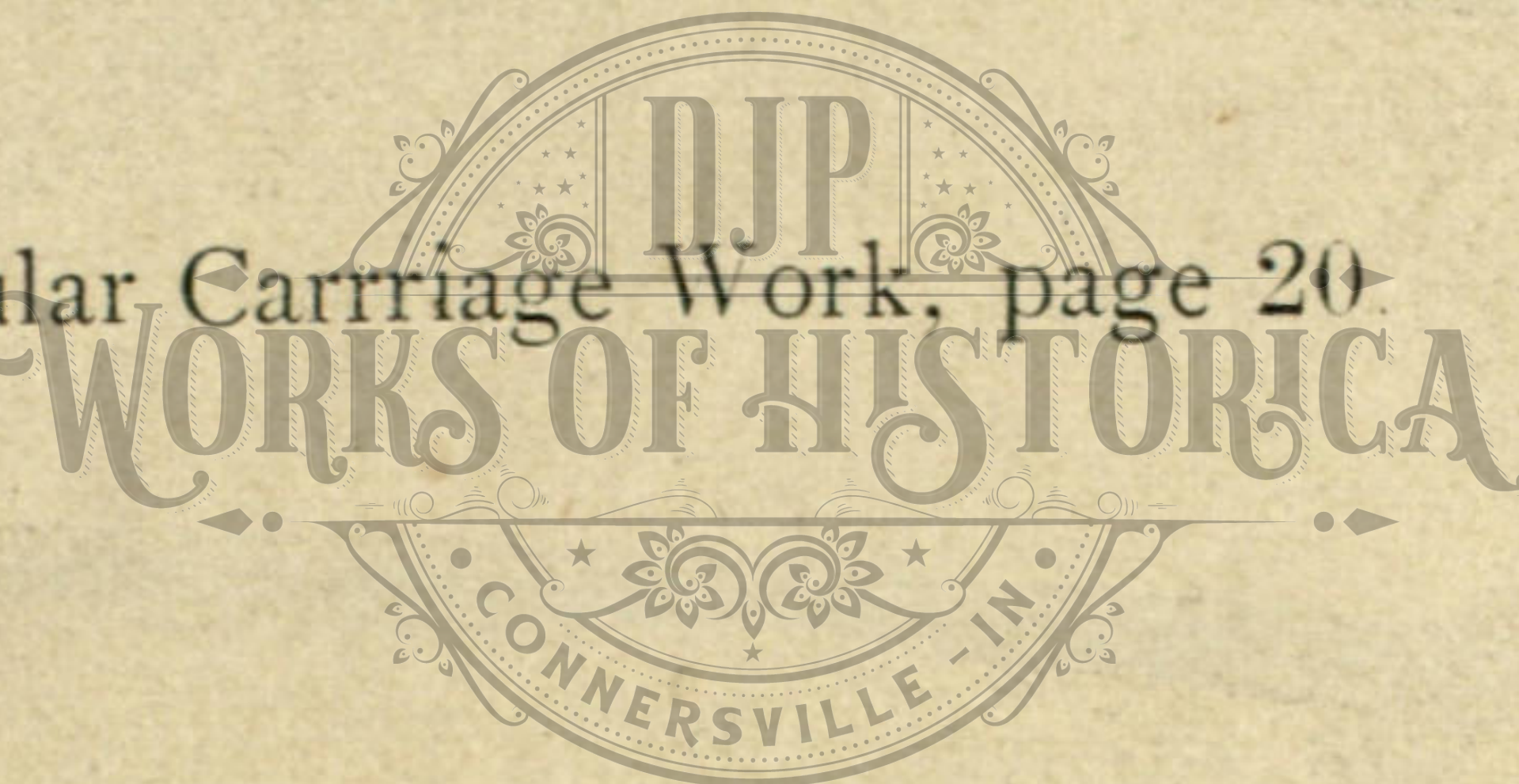
With an iron post canopy top having rubber curtains cloth lined.

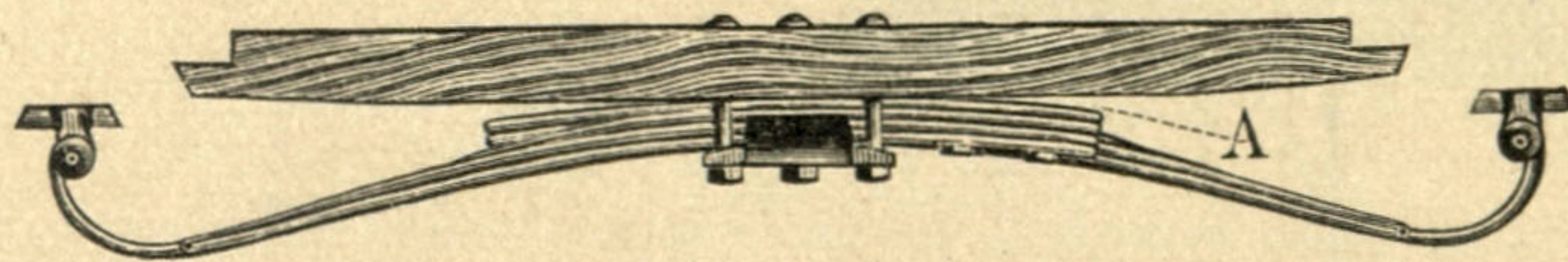
Or with full leather extension top, leather curtains, all lined to correspond with trimming.

Trimmed with leather or cloth.

Or without top.

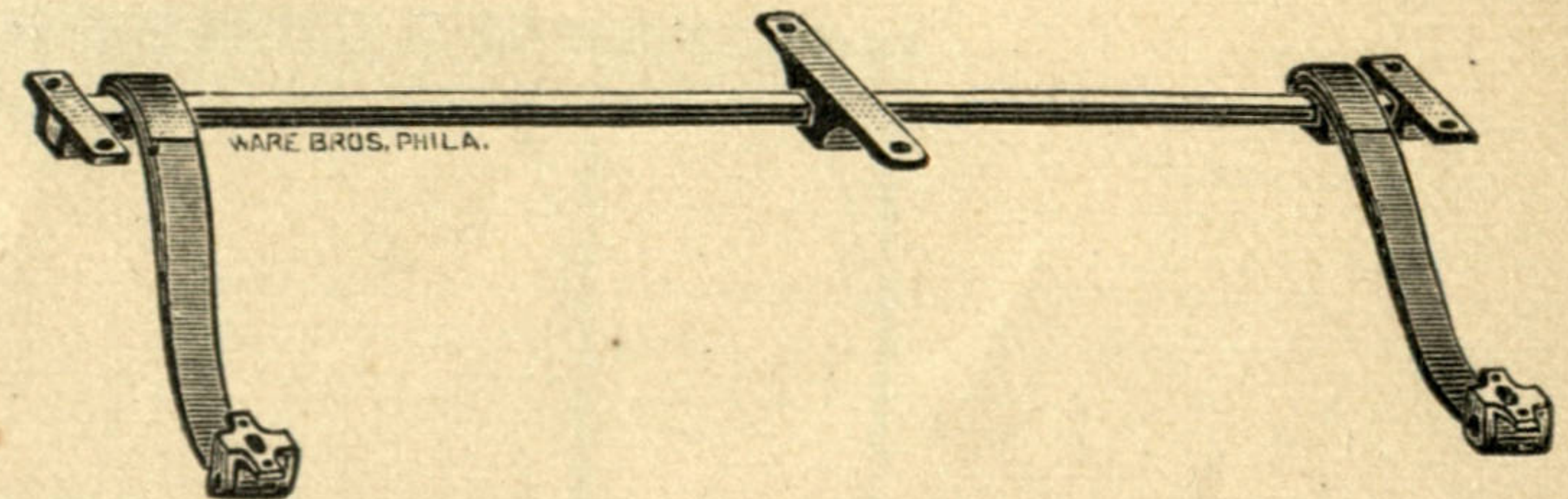
For further particulars see Regular Carriage Work, page 20.



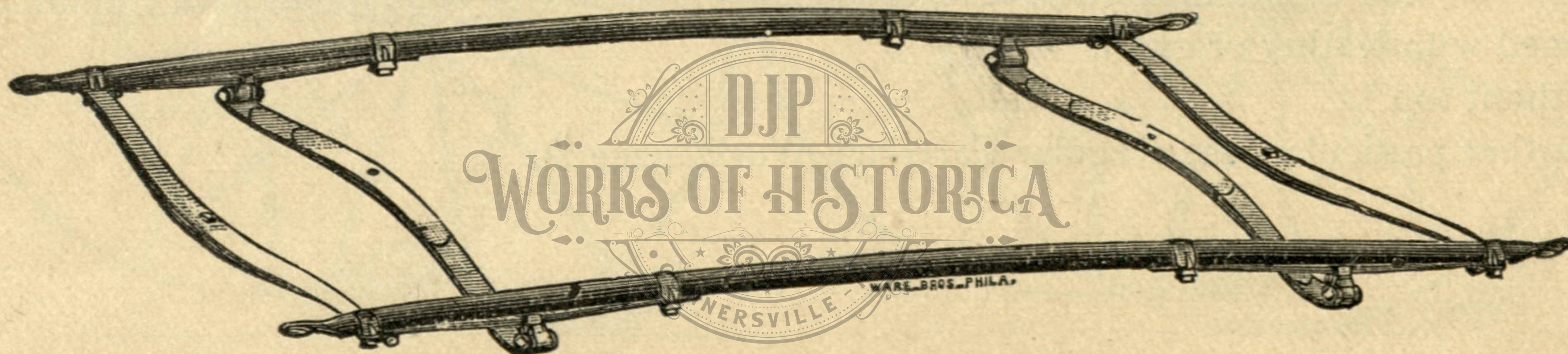


CUSHION SPRING.

This spring has, at the middle of the spring bar, an action as a lever over a fulcrum. The butt, after passing the middle of the bar, is attached to an elastic steel plate, whose ends are at liberty to relieve the spring proper (when the load is applied) in the manner of a return spring, making it at once the safest and most elastic cross spring in use, without the objectionable side motion or forward lurch of the longer continuous springs extending to opposite sides of the body.



The above cut represents a half of the Edward Storm Side-bar Spring. They consist of bars of steel running lengthwise of the body, having the ends rounded, and revolving in boxes, which are bolted to the sills. The levers are attached near the ends of the springs and connected by couplings to the side-bar. In the centre is a clutch, which is bolted to centre cross sill in the body, and the elasticity is obtained by the lever twisting the rods from the ends toward the clutch, making a very agreeable spring.



THE "SOULE" SPRING. See Page 24.

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next 30 days.
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